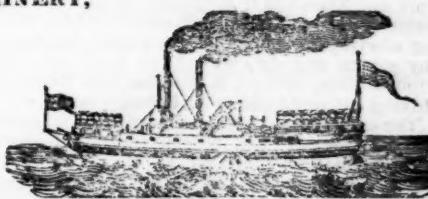
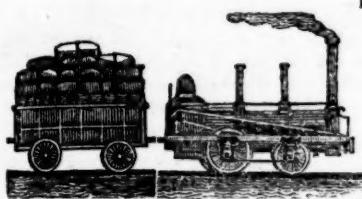


AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,
AND MINES.

ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I., NO. 15.]

THURSDAY, APRIL 10, 1845.

[WHOLE NO. 458, VOL. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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ANDREW MENELLY, West Troy. (*See Adv.*)
ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. (*See Adv.*)
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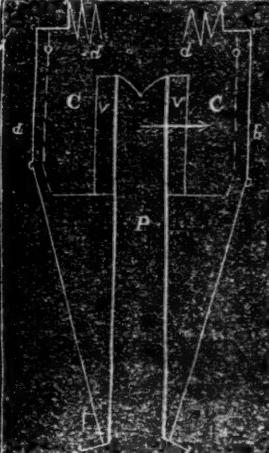
DAVIS, BROOKS, & Co. N. Y. [*See Adv.*] A. & G. RALSTON & Co. Philad. Pa. [*See Adv.*] THOMAS & EDMUND GEORGE, Philadelphia, [*See Adv.*]

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.



These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. McKee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

* * * The letters in the figures refer to the article given in the *Journal* of June, 1844. ja45

A GOOD SECOND HAND LOCOMOTIVE TO RAILROAD COMPANIES AND MANUFACTURERS of railroad Machinery. The subscriber about 10 tons, with Tender complete, made by him for sale Am. and English bar iron, of all Baldwin, for sale by A. & G. RALSTON & CO. sizes; English blister, cast, shear and spring steel; Mar. 20, 1m. 4 South Front St., Philadelphia. Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from $\frac{1}{2}$ to 6 inches the latter a very superior article. The tires are in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from $\frac{1}{2}$ to 6 inches the latter a very superior article. The tires are in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed. When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside. THOMAS & EDMUND GEORGE, 5a3 Albany Iron and Nail Works, Troy, N. Y. ja45 N. E. cor. 12th and Market sts., Philad. Pa.

RAILROAD IRON AND LOCOMOTIVE TYRES imported to order and constantly on hand by **A. & G. RALSTON**

Mar. 20th 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING COMPANY continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotives and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearings of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention. **ANDREW C. GRAY,** President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS, etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of *letters patent* to Railroad Companies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

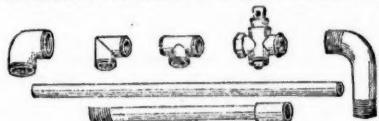
TO IRON MANUFACTURERS. THE SUBSCRIBERS, as Agents of Mr. George Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO., ja45 No. 4 Sout Fronth st., Philadelphia, Pa.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES
From 4 inches to $\frac{1}{2}$ in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T's, L's, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by

MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets,
PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of *Bu-tuminous Coal* and *Iron Ore*, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL DAM For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c.

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45 feet two stories high, with a shed part 45x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

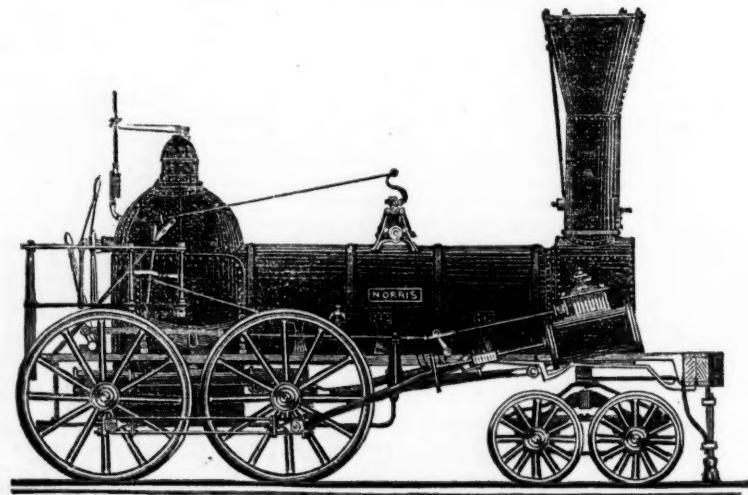
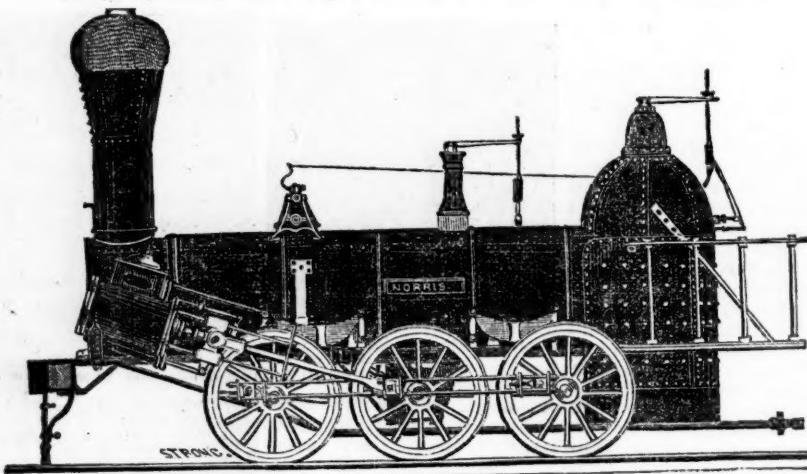
Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.

For terms, apply to **HENRY ANDREWS**, 48 State st., or to **CURTIS, LEAVENS & CO.**, 106 State st., Boston, or to **A. & G. RALSTON & CO.**, Philadelphia.

NORRIS' LOCOMOTIVE WORKS

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1,	15	inches Diameter of Cylinder,	\times	20	inches Stroke.
" 2,	14	" "	"	24	" "
" 3,	14 $\frac{1}{2}$	" "	"	20	" "
" 4,	12 $\frac{1}{2}$	" "	"	20	" "
" 5,	11 $\frac{1}{2}$	" "	"	20	" "
" 6,	10 $\frac{1}{2}$	" "	"	18	" "

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion.

Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

REPORT OF THE LONG ISLAND RAILROAD COMPANY.

The Long Island Railroad Company make the following report for the year ending January 1, 1845:

Length of road, including Brooklyn and Jamaica Railroad, of 11 miles on lease to L. I. Railroad Company, 96 miles; length of branches, 2½ miles.
Cost of construction \$1,610,221 00
Income from passengers, \$143,300 99;
from freight, \$10,154 84. 153,455 83
Number of through passengers and way passengers together, about 130,000.*
Receipts from through and way passengers*. 143,300 99
Expense of repairing and running roads and construct'n 1,504,681 47
No dividend yet declared.
Number of locomotives, 11; passenger cars, 22; freight cars, 63; mail cars, 2; baggage cars, 8; machine shops, 2; horses, 12.
Average number of men in employment, 100.
Number of miles run by passenger trains, 89,856; freight trains, 23,404.

REPORT OF THE NEW-YORK AND HARLEM RAILROAD COMPANY.

The entire length of the New York and Harlem Railroad, is about 27 miles; a portion or eight miles of the same is double track, and three-fourths of it is of the best H rail, and extends from the City Hall of New York, to the village of White Plains in Westchester County.

Cost of constructing the road between the City Hall and south side of Harlem river, eight miles, including the right of way per mile \$104,375 00
Cost of constructing that part of the road from south side of Harlem river to Williams Bridge, six miles, including the right of way, per mile 38,475 00
Cost of constructing that part of the road from Williams Bridge to the village of White Plains, about thirteen miles, per mile 10,692 00
For a portion of the road graded under former contract, and not used by the present line of road, per mile 1,334 61
Expense for repairing and running the road for 1844 78,286 11
Number of passengers through, number of way passengers, receipts from through passengers, receipts from way passengers, no account kept.
Total income from passengers for all points of the road 138,190 04
Total income from freight 2,491 86

Total receipts \$140,684 90
Amount of dividends, none ever made.
Number of engines, 7; passenger cars, 34; freight cars, 5; machine shops, 1; horses, 137.
Average number of men daily employed by the company, 150.

Number of miles run by passenger trains for year 1842, 123,616.

Number of miles run by freight trains, no account kept; always run with the passenger trains, and included in the same.

REPORT OF THE HUDSON AND BERKSHIRE RAILROAD COMPANY.

Number of miles partly owned by said company in Massachusetts, about 3.
Original cost of construction of whole distance, including outfit, as reported in 1841 \$574,685 00
Paid towards construction in 1844 928 00
Expenses for repairs and running the road for 1844 21,000 00
Number of through passengers, 3,035.
Do. way do. 14,367.
Receipts from through passengers 3,035 00
Do. way do. 6,053 00
Total income from do. 9,088 00
Income from freight and other sources 25,941 00
Dividends none
Average number of men employed by company 33

* For the past year, and during the construction of the work, these statements have not been made with a precision that would justify an amount being returned as exact.

Number of locomotives	4
Do. passenger cars	4
Do. freight	36
Do. machine shops	1
Do. horses	4
Number of miles run by passenger trains	134,180

REPORT OF THE ALBANY AND WEST STOCK BRIDGE RAILROAD COMPANY.

The length of the road in operation under the lease to the Western Railroad corporation, as per their last report, is 38½ miles.

The cost of construction to Dec. 31, 1844, \$1,768,637 95
The road having been run in connection with said Western Railroad, forming a continuous line between Greenbush and Worcester, no separate account has been kept of the number of through and way passengers on this road, and it is found impracticable to give them in season for this report.

The expenses of road repairs in 1844, paid by lessees, and including repairs of ferry boat and docks, were \$15,431 68.

No locomotives or cars of any kind are owned by the company, and they have employed no men or horses.

They have one machine shop at East Albany.

The number of miles run by the locomotives of the lessees during the year is,—for passenger trains, 54,838; for freight trains, 69,020; for extras—road repairs, &c., 7,760. Total miles, 131,618.

Passenger and merchandise trains have been run by the lessees daily, Sundays excepted, between Greenbush and Worcester, connecting with trains of the Hudson and Berkshire Railroad at Chatham, or at the line of Massachusetts, and with those of the Housatonic Railroad at the latter place.

The sinking fund set apart by the lessees, for the payment of the bonds of the city of Albany, was, in the hands of the trustees, Dec. 31, 1843, \$127,552 52

Interest received in 1844, \$8,348 77

One percent. on the loan paid annually by lessees, per contract 10,000 00

18,348 77

Amount in hands of trustees,

Dec. 31, 1844 \$135,901 29

Interest due and not paid \$1,673 00

Interest accrued and not payable \$2,182 88

3,857 88

Value of fund Dec. 31, 1844 \$149,759 17

REPORT OF THE RENSSELAER AND SARATOGA RAILROAD COMPANY.

The Rensselaer and Saratoga railroad, extending from the city of Troy to Ballston Spa, is 25 miles long.

Cost of construction of said road \$475,801 10

The receipts of the road from January 1, 1844, to December 31st, 1844, both days included, are: from passengers, on 19,871 through, are \$16,899 50; from passengers, on 18,998 way, \$6,739 11; from freight, \$6,903 13; from bridge tolls, \$8,959 85; from all other sources, \$2,430 05

The expenditures of the same period are: for repairing and running the road, \$29,530 89; for dividends, \$10,500 10,030 89 00

The number of locomotive engines is 2; passenger cars, 15; freight cars, 20; machine shops none;

The average number of men in the employ of the company, is 29.

The number of miles run by passenger trains, is 20,090. The freight is run in same train with passengers. The number of miles run by horse power between Troy, Waterford, and the borough, is 8500.

GREAT NORTH OF ENGLAND RAILWAY, SEMI-ANNUAL REPORT.

We find in the supplement to the Railway Times, of 22d February, a report from the directors to the proprietors—from which we

* N. B.—This is the whole distance run by all the trains, the freight and passengers always running in connection.

make the following extracts. It will be seen in this, as in every other railway report, published this year, that there has been a large increase of business upon this road, which is only 45 miles in length; it is however connected with other roads, in a very favorable manner, which gives it a large amount of business, and enables it to make good dividends—say six per cent. Its stock is quoted in Herepoch's share list, at £182, to £188, per share for 100 paid.

By their report it will be seen that the directors are making vigorous efforts for the construction of several branches, which will add still more to their business and profits. This is the true plan to make railway stocks valuable.

It appears that the attempt to furnish the locomotive power, carriages and wagons for the Newcastle and Darlington junction company, has not been successful.

This company, as well as many others, has been at 'low water' mark, and had to pay 5 pr. ct. for money, whereas now they can get any amount required to renew their old bonds as they fall due, at 3½ per cent.—making a difference of nearly £5,000 in their interest account, or ½ per cent. on their capital.

Some of the shareholders appear to favor a plan proposed for leasing the road in perpetuity, at a stipulated annual income of 10 per cent.—after the fashion of our friends of the "Brooklyn and Jamaica" railroad company—which would make their stock worth 250, instead of 188 for 100 paid in, as it now sells; while others, and it would appear a large majority, disapprove, as they very justly contend that it will eventually, when other important works and branches are completed, be worth much more than £250 per share.

GREAT NORTH OF ENGLAND RAILWAY COMPANY—GENERAL MEETING.

The half-yearly meeting of this company was held at the offices in Darlington, and by adjournment at the Sun Inn, on Tuesday, the 11th inst. The attendance of shareholders was unusually numerous, so much so, indeed, as to render an adjournment to a larger room necessary. It had been pretty generally rumoured that some proposition would be submitted to the meeting for leasing the line; and this, no doubt, gave rise to the more than ordinary bustle which was observable. The attendance from Thirsk, York, &c., was large (shareholders being conveyed gratuitously on these occasions); but the protracted nature of the business prevented our being able to procure a list.

The company's seal having been affixed to the register of shareholders,

Major Parker, (the secretary) read the following report :

From the annexed statement of accounts,

the shareholders will perceive that the gross receipts for the half-year, ending December 31, 1844, amount to £54,048. 6s. which, compared with the corresponding half-year, shows an increase of £15,481. 7s. 8d. of which the passenger traffic has given £8,051. 6s., the merchandise, £1,167. 6s. 10d., the mails, £983. 0s. 11d., and the coals £2,829. 14s. 4d., &c. &c.

The balance, after defraying the expenses, amounts to £31,784. 6s. 9d., out of which the directors recommend that a dividend be declared, at the rate of 6 per cent. per annum—that is, for the half-year, 3d. on every £100. share, and 10s. on every 40l. share, clear of Income Tax, and be made payable on the 4th of March. This will amount to £23,820. leaving a reserve fund of £7,964. 6s. 8d.

The object which the directors had in view in leasing their coal dues for three years, (of which the first year expired on the 30th November last) namely, to promote the permanent extension of that trade, seems likely to be fully realised; the number of tons of coal and coke carried up the line during the half-year being 82,469, against 41,097 tons in the corresponding period of the year before, and with every prospect of a still further increase.

The proprietors are already aware that the Great North of England directors entered into an arrangement with the Newcastle and Darlington junction company to work the line of the latter company, the Great North of England company finding locomotive power, carriages, waggons, &c. It was soon discovered that such an arrangement could not be continued, without endangering the harmony that should subsist between railway companies so intimately connected. Your directors, therefore, from a wish to promote the most cordial feeling between the two companies, on the Newcastle and Darlington company intimating their desire to withdraw from that arrangement, offered no impediment to their carrying out their wishes, your directors requiring only to be reimbursed the amount actually expended by them on their coal engines, to adapt them for passenger traffic.

Since the 1st of January of the present year, the Newcastle and Darlington company have supplied their own locomotive power.

The shareholders will be glad to learn, that, in conformity with the power granted to the directors at the last general and at subsequent special general meetings, the necessary surveys of the proposed branch lines to Harrowgate, Knaresborough, Ripon, and Boroughbridge, as well as to Richmond, have been made, and all the necessary steps taken, in compliance with the standing orders of both Houses of Parliament. The lines are not of an expensive character, and from the great accommodation they offer to the public, as well as from their being legitimate branches of an existing railway, the directors confidently anticipate a favourable report from the Board of Trade. Acting on this impression, the directors have thought

it advisable to enter into a contract for 5,000 tons of iron rails, at 7l. 15s. per ton, a price considerably below that at which they could now be bought.

Your directors have, in connection with the Stockton and Darlington railway company, proposed to enter into a joint guarantee of 5 per cent. on the capital required for the construction of about 8 miles of railway, from the Middlesborough to the favourite sea bathing place of Redcar. The amount of capital required is £36,000., and the terms of the guarantee are for 21 years; and should the profit exceed 5 per cent., after defraying the working expenses, one-half of such excess is to be appropriated to the shareholders of the Redcar railway company, and the remainder is to be divided between the guaranteeing companies. This small extension cannot fail to be advantageous to the Great North of England company, by the increased number of passengers it will cause to travel on the whole length of their line.

Mr. J. C. Backhouse and Mr. Thomas Smith retire from the Board by rotation, and are eligible for re-election.

In conclusion, the directors congratulate their brother shareholders on the prosperous state of their affairs at the present moment, and they would beg to call their attention to the peculiar position of the Great North of England railway, with reference to the various schemes about to be brought before Parliament for the extension of railways to the north and south of it, and to remind the proprietors that, independently of the prospect of increased receipts from the development of their own traffic, such extension of railway communication, in connection with the Great North of England railway, cannot fail, in a few years, to render the shares of this company as valuable as those of any other railway in the kingdom, provided it retains its present independent position, receiving the traffic that may flow into it from all quarters, giving to every company that may be connected with it the greatest possible facilities, and acting towards all with the greatest impartiality.

Revenue Account for the Half-Year ending 31st December, 1844.

INCOME.	
Balance of income and expenditure account, to 30th June, 1844.	£15,957 19 4
Less dividend	10,871 5 0
Reserve fund	£5,086 14 4
Less income tax	548 19 8
	£4,537 14 8
Passenger traffic	33,048 3 11
Merchandise ditto	7,837 3 6
Coal ditto	8,972 14 11
Gross receipts of Newcastle and Darlington junction company	5,575 11 0
Deduct expenses	3,460 13 4
Couveyance of mails	2,114 17 8
Rents	1,446 0 0
	629 6 0
	58,586 0 8
EXPENDITURE.	
Engineering Department—	
Repairs of way	3,121 17 10
Ditto fences	137 6 4

Ditto roads and bridges	206 1 4
Locomotive department—	3,465 5 6
Coals and coke	2,291 17 8
Repairs of engines, salaries, wages of enginemen, firemen, and cleaners, oil, pumping water, &c.	4,312 10 0
	6,611 7 8
Deduct expenses on account of Newcastle and Darlington junction railway company as per the other side	3,460 13 4
	3,150 14 4
Coaching Department—	
Station clerks, guards, police, porters, gas &c.	1,523 10 8
Merchandise department	381 7 0
Coal Department—	
Depot agents, fillers salaries, &c.	678 10 8
Compensation	181 0 0
Carriage Department—Repairs of carriages and waggons	1,056 10 2
Store Department—Expenses of Management	38 4 1
Direction	300 0 0
Office Charges—including salaries of Secretary and Superintendent, clerks, Travelling charges, audit, &c.	416 2 2
Stamps and advertisements	338 11 1
Rates and taxes—including insurance	813 16 10
Government duty	1,378 2 3
	13,720 14 9
Interest—including 12,193l. 15.5d. payable 15th January, 1845.	13,080 19 3
Balance	31,784 6 8
Total	£58,586 0 8

CAPITAL ACCOUNT.

General Statement of Receipts and Disbursements for the Half-year ending December 31, 1844.

RECEIPTS.

Capital Stock account, viz., 6,690 shares, at 100 per share	669,000 0 0
Less arrears still due	30 0 0
	668,970 0 0

To Capital Stock Accounts, viz.—5l. per share, on 7,500 40l. shares	37,500 0 0
To loan on debentures and notes	601,017 0 0

Total	£1,307,487 7 7
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DISBURSEMENTS.

Construction account to June 30, 1844.	1,262,518 7 0
Law charges	214 5 11
Contracts, including balance of bridges at Darlington	3,098 16 5
Land—for paid T. Cookson, Esq.	7,000 0 0
Compensation	175 0 0
	7,175 0 0
Carriages, horse-boxes, waggons, &c.	7,264 7 11
	17,752 10 3
Less received on account of materials	194 11 4
	37,557 18 11
Balance due from the Treasurer	17,411 1 7
Total	£1,307,487 7 7

We desire to give our readers—and we wish we could reach every reading man in the Union—an idea of the spirit with which these meetings are conducted, and the estimate put upon railway property in England, and therefore give pretty full extracts from that part of the debate in relation to leasing the road—commencing with the closing remarks of the chairman of the

board of directors, Mr. G. H. Wilkinson, who said

"I need hardly tell you that reports have gone abroad, certainly unfounded, of negotiations being on foot for leasing this line to another company. There is no foundation for such reports; nor do the directors of this company contemplate any such proceeding. If they had, they would not have used the language in which you find that report couched. I may caution you, however, as to this matter of leasing our line. Of course it refers to a particular Company, who are extending in various directions their influence, and who may possibly hope to lay their hands upon this line also. I would remind you that the interests of that particular company are antagonist interests in themselves. Their interests to the north of this line are undoubtedly identical with those of the Great North of England company; because the Great North of England railway, and the railways north of it, all form a portion of that great trunk railway which will connect the metropolis with the whole of Scotland; whereas, south of York, the interests of the party in question are totally distinct. Their interests are, not to carry the line by this, the most direct, line of communication between the metropolis and Scotland, but to carry it in another and circuitous direction. As soon as Churnet Valley line is made, by which 23 miles will be saved between the metropolis and Manchester, and as soon as the Caledonian line is made, which I have no doubt it will be,—as soon as these are effected, there will be still less comparison, in point of distance, between the rival lines on the western side of the kingdom and on the eastern, with which your railway is connected. And unless one of the direct lines from London to York be made—I am not going to enter upon the polemics of the competing lines, by which there will be a saving of somewhere about forty miles between London and York—unless that be the case, the western side of the island, by Churnet Valley and the Caledonian line, will have decidedly the whip-hand of you, and we shall no longer have that which the full development of our property requires, namely,—a thoroughly direct line of communication between London and Scotland. It fortunately happens, gentlemen, that our interests are identical, in this matter, with that which is the honest policy, and the best policy, for the public, in connection with carrying forward a direct line between the metropolis and Scotland; and I trust you will never lose sight of this great advantage, because, although our line is fortunately so placed that under no circumstances can it be otherwise than profitable—for take away the line to Scotland, and still our line will be remunerative—yet in order to enjoy the full scope of our position and of our prosperity, we must have our line an integral part of the great line of communication between England and Scotland. (Applause.) There are other matters which induce us to deprecate the leasing of the line. In the first place,

the Great North of England railway is connected, or will become connected, with numerous branches, which are of sufficient importance for any one board of directors to have under their control. The directors of such a line should be locally resident—should know all the agents connected with its working. We have seen enough of remote and distant direction to know that it is most incompetent; and to know also that it is a point of the greatest importance to have a local and personal supervision, in order to reap the whole benefit derivable from a railway, and to have it under proper control and management. But the great and main consideration with respect to leasing it is, that it would be placing the undertaking in the hands of those who could not in the nature of things have your true interests at heart in the mode in which they would conduct it, (Applause, * *)

Mr. Allhusen (as we understood him) made some inquiry respecting the closing of the capital account.

(To be continued in our next.)

MAGNETIC TELEGRAPH.

We are gratified to learn, as we do from the following official statement, that the Postmaster General has taken the Magnetic Telegraph into the public employ. This is as it should be. Now let him adopt a *liberal* policy with the railroad companies—paying them well, and requiring many of them to increase their speed; and at the same time make the necessary arrangements for carrying into successful operation the cheap postage law, and he will be sure to receive the thanks of the millions.

Official.

POST OFFICE DEPARTMENT,

March 29, 1845.

The appropriation of \$8,000 to meet the expenses of the Magnetic Telegraph between Washington and Baltimore, being placed under the charge of the Postmaster General; and it appearing that, under a previous appropriation embracing the same object, which was made for the purpose of testing the practicability and utility of said telegraph, the Secretary of the Treasury, under the authority conferred by act of Congress, had appointed S. F. B. Morse superintendent, at a salary of \$2,000 a year, and two assistants, Messrs. Alfred Vail and Henry J. Rogers, together with keepers of laboratory and inspectors of wires, at a further allowance of at least \$3,000 a year: Ordered, That said amounts be disbursed out of said appropriations, to wit:

To said S. F. B. Morse, superintendent, at the rate of, pr year,	\$2,000
To said Alfred Vail, assistant,	1,400
Do. H. J. Rogers, do.	1,000
Do. Two keepers of laboratory and inspectors of wires, at \$300 each,	600

And that the salaries be paid the officers monthly, from the time of their qualification, by the chief clerk of the department, as the

clerks are now paid, and that said superintendent and assistants take the oath required by the act of 1825, section 2.

It is further directed that the offices of the said superintendent and assistants be kept in the post offices at Washington and Baltimore; and that the magnetic line be extended from the depot in Baltimore to the post office as early as practicable; and that it be used at its present location until that is effected; that the offices in Washington and Baltimore be kept open for the reception and transmission of despatches from eight o'clock in the morning until ten o'clock, A. M.; from one P. M. until three o'clock, P. M.; and from five till seven o'clock, P. M. each day, Sundays excepted.

For the transmission of each despatch there shall be paid, in advance, at the office from which it is sent, by the applicant, one quarter of one cent for each telegraphic character. Upon the reception of a despatch at either office, it shall be the duty of the officers to have the same translated in a fair handwriting, carefully enveloped and sealed, and the magnetic characters immediately destroyed, and to place the despatch in the hands of the penny-post for delivery, who shall be entitled to receive the same compensation therefor as for the delivery of letters transmitted now by mail.

It is further ordered that the said superintendent and assistants in no case communicate to, or permit to be seen by, any person, the contents of any despatch, except the individual or individuals to whom it may be addressed.

It is further ordered that the expenses attending the extension of the telegraphic line to the post-office in Baltimore, as well as all other contingent and incidental expenses, be paid, upon a statement of the expenses, and a certificate of the correctness thereof, by the superintendent, upon the order of the Postmaster General.

It is further ordered that the superintendent keep an accurate account of the income, as well as the expenditures, and report the same, at the end of each fiscal quarter, to the Postmaster General, to be applied to the payment of the expenses of the establishment, or so much as may be necessary; and that the superintendent pay the same, under the rules and regulations now applicable to payments by postmasters.

In consideration of the facilities allowed by the railroad company to the superintendent and his assistants in attending to the business of the telegraph, it is further ordered that the free use of the telegraph be conceded to said company for the transmission of communications relating to the business of their road.

C. JOHNSON,
Postmaster General.

Canal Board and Canal Tolls.—The Canal Board have resolved not to make any change in the rates of tolls as established for 1844, until the 1st July next, on which day the board is to meet to revise and adjust the rates of tolls on the Canals, and for the transaction of such other business as may come before it.

ENGLISH RAILROAD SHARE-LIST.

NAME OF RAILWAY.

	Miles opened.	Total sums, in pounds, authorized to be raised by shares.	Total sums, in pounds, authorized to be raised by loan or mortgage.	Cost of working in pounds for six months, as stated in latest balance sheets.	Total earnings, in pounds, for six months, as stated in latest balance sheets.	Dividend at last meeting.	NEW AND PROPOSED RAILWAYS.						
							£	s.	d.	Per share.	Per cent.	per annum.	Paid on share.	Value of share.
Arboath and Forfar.....	15	102,000	35,000	138,870	.....	25	27	Aberdeen.....	1,600,000				
Birmingham and Gloucester.....	55	1,187,500	407,336	1,500,806	39,261	100	100	Barnsley Junction.....	200,000				
Branding Junction.....	23	161,700	365,470	481,452	.....	4	10 0	Belfast and Ballymena.....	385,000				
Bristol and Gloucester.....	37	400,000	211,000	.....	.....	nihil.	30	Churnet valley.....	400,000				
Chester and Birkenhead.....	14	750,000	143,170	518,980	5,856	13,148	0	Birk. and Ches. Junction.....	1,000,000				
Dublin and Drogheda.....	31	450,000	150,000	500,869	.....	.....	50	Bolt., Wigan and Liverpool.....	800,000				
Dublin and Kingstown.....	6	200,000	152,200	359,000	.....	6	0 6	Caledonian.....	800,000				
Dundee and Arbroath.....	16	100,000	49,445	153,416	2,989	6,993	1	Cambridge and Lincoln.....	1,250,000				
Durham and Sunderland.....	18	169,350	124,055	270,392	9,889	17,702	1	Chatham and Portsmouth.....	5,000,000				
East County and North and East.....	86	4,443,200	1,341,155	3,931,903	47,385	118,726	1	Chester and Wrexham.....	120,000				
Edinburgh and Glasgow.....	46	1,125,000	375,000	1,649,523	29,429	55,866	1	Churnet valley.....	1,800,000				
Glasgow, Paisley and Ayr.....	51	937,500	.....	1,066,951	12,446	36,736	1	Direct Northern to York.....	4,000,000				
Glasgow, Paisley and Greenock.....	22	650,000	216,666	787,884	11,572	23,177	0	Dublin and Belfast.....	950,000				
Grand Junction.....	104	2,478,712	.....	2,453,169	84,309	195,080	5	Dundee and Perth.....	250,000				
Great North of England.....	45	969,000	581,017	1,262,518	12,201	36,189	1	Edinburg and Northern.....	800,000				
Great Western.....	231	4,650,000	3,679,343	7,272,539	132,235	369,904	3	Ely and Bedford.....	270,000				
Hartlepool.....	15	438,000	155,540	719,205	.....	.....	8	Glosow, Dum. & Carlisle.....	1,300,000				
Leicester and Swannington.....	16	140,000	.....	140,000	2,207	6,317	1	Gt. South and West Ext.	1,200,000				
Liverpool and Manchester.....	32	1,209,000	497,750	1,739,835	57,239	117,559	5	Gt. Grimsby and Sheffield.....	600,000				
Llanelli.....	27	200,000	44,000	221,624	.....	1	Harwich and E. coun. Jun.	160,000					
London and Birmingham.....	121	6,874,976	1,928,845	6,393,468	92,823	405,768	.....	Huddersfield & M. r. l. & cl.	60,000				
London and Blackwall.....	3	804,000	266,000	1,315,640	15,978	23,870	.....	Kendal and Windermere.....	125,000				
London and Brighton.....	56	1,733,800	998,350	2,630,451	29,372	84,880	0	Lynn and Ely.....	400,000				
London and Croydon.....	8	550,000	229,000	761,885	7,583	10,545	0	Leeds and Dewsbury.....	800,000				
London and Greenwich.....	3	759,383	233,300	1,040,930	15,193	28,933	.....	Leeds and Thirsk.....	600,000				
London and South Western.....	92	2,222,100	630,100	2,596,291	68,457	150,469	1	Liv. Ormskirk and Preston.....	600,000				
Manchester and Birmingham.....	31	2,100,000	690,586	1,923,699	15,397	58,162	1	London and Portsmouth....	1,750,000				
Manchester and Bolton.....	10	778,100	197,730	773,743	8,585	21,140	2	London and York.....	5,000,000				
Manchester and Leeds and Hull.....	81	2,937,500	1,943,932	3,921,593	46,653	156,761	.....	Londonderry & Enniskillen.....	500,000				
Midland railway.....	178	5,158,900	1,719,630	6,279,056	76,983	281,898	.....	London and Blackwall.....	200,000				
Newcastle and Carlisle.....	61	878,240	188,563	1,135,069	26,499	73,947	4	Mullingar and Athlone.....	700,000				
Newcastle and Darlington.....	23	500,000	.....	405,728	.....	.....	1	Newcastle and Berwick.....	700,000				
Newcastle and North Shields.....	7	150,000	153,876	309,629	8,943	18,466	.....	Trent Valley.....	900,000				
North Union.....	39	739,201	308,306	1,015,447	9,071	37,794	2	West London Extension....	64,000				
Paris and Orleans.....	82	1,600,000	400,000	1,978,415	.....	.....	10	West Yorkshire.....	1,000,000				
Paris and Rouen.....	84	1,440,000	.....	31,247	91,171	.....	16	Whitehaven and Maryport.....	100,000				
Preston and Wyre.....	19	830,000	179,852	355,161	4,191	7,066	.....	FRENCH RAILWAYS.					
Sheffield and Manchester.....	19	1,150,000	311,759	951,455	11,895	14,876	.....	Boulogne and Amiens.....	1,500,000				
South Eastern.....	88	2,996,000	1,530,277	3,464,172	40,993	81,482	0	Central of France.....	1,280,000				
Taff Vale.....	30	465,000	154,785	590,006	8,509	18,414	1	Lyons and Avignon.....	2,400,000				
Ulster.....	25	519,150	20,000	348,626	5,401	13,856	0	Orleans, Tours & Bordeaux.....	2,000,000				
Yarmouth and Norwich.....	20	187,500	62,500	230,250	.....	.....	15	Paris and Lyons.....	2,500,000				
York and N. Mid. and Leeds and Selby	28	1,062,500	167,500	676,644	27,132	55,752	2	Paris and Orleans.....	1,600,000				
					10	10	0	Paris and Rouen.....	1,4,000				

Steam and Miscellaneous.

NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p. c. per ann.	Last price.	Present price.	NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p. c. per ann.	Last price.
Anglo Mexican Mint.....	10,000	10	10	15%	15%	142	Loughborough.....	70	142	142	70	1140
Anti Dry Rot.....	10,000	18½	2	.....	.....	100	Monmouthshire.....	2,409	100	100	10	160
Australian Trust Company	5,700	100	35	34½	.....	250	Melton Mowbray.....	500	100	100	10	117
General Steam Navigation	20,000	15	14	10	27½	27	Mersey and Irwell.....	3,000	100	100	2½	15
Gt. Western Steam Pa.....	.....	100	.....	25	.....	.....	Macclesfield.....	247	100	100	17	365
Metropolitan Wood Pav.....	15,000	10	6	6½	.....	.....	Neath.....	1,786	100	100	30	505
Patent Elastic Pav.....	10,000	1	1	1½	.....	.....	Oxford.....	21,418	33½	33½	2½	25
Peninsular and Oriental..	11,493	50	50	7	64½	65	Regents or Loncon.....	500	125	125	6	120
Ditto.....	3,200	50	40	7	.....	.....	Shropshire.....	800	150	150	7½	123
Polytechnic Institution.....	.....	.....	6	.....	.....	.....	Somerset coal.....	700	140	140	25	480
Reversionary Int. Soc.....	5,325	100	100	4½	104	104	Stafford and Worcester.....	500	125	125	12	230
R. Mail Steam Packet.....	15,000	100	60	36½	37	37	Shrewsbury.....	300	145	145	14	360
South Western Steam.....	4,000	25	5	.....	.....	.....	Stourbridge.....	200	150	150	19	.....
Ship Owners' Towing.....	3,000	10	7½	10	15	.....	Stroudwater.....	533	100	100	15	240
Thames Tunnel.....	4,000	50	50	.....	.....	.....	Swansea.....	3,762	26½	26½	5½	30
University College.....	1,500,100	100	100	.....	.....	.....	Severn & Why & Rail Av.	2,600	50	50	65	495

Canals.

Ashby de la Zouch.....	1,432,113	av.	4	70	70	70	Warwick and Birmingham.....	8,149	19½	19½	.....	10
Barnsley.....	720,100	100	14	180	180	100	Warwick and Napon.....	980	100	100	8½	122
Birmingham, 1-16 share	3,000,118½	79	10	150	160	100	Water Works.	4,800	25	25	3½	28
Do. and Liverpool Junction	4,000,160	100	13½	13½	13½	100	Birmingham.....	4,433	100	100	8	223
Coventry.....	500	100	20	365	365	100	East London.....	5,500	av.	41 2-3	7½	90
Cromford.....	460	do.	24	250	250	100	Grand Junction.....	1,500	av.	41 2-3	2½	57
Derby.....	600	do.	9	105	105	100	New River L. B. Ann.	6,486	av.	30	8½	57
Erewash.....	231	do.	32	440	440	100	Manchester and Salford.....	1,000	100	100	5	55
Forth and Clyde.....	1,297,400½	40½	4	440	440	100	Vauxhall, Lt. S. London.....	8,294	av.	63½	6½	127
Grand Junction.....	11,600	100	7	162	161½	100	West Middlesex.....	7,000	50	50	126	127
Grand Surrey.....	1,500	do.	do.	20	.....	.....	Docks.	1,065	100	100	3	80
Gloucester and Rerkley.....	5,000	do.	do.	8	8	8	Commercial Dock.....	1,065	100	100	5½	137
Grantham.....	749,150	150	8	185	185	8	East and West India.....	3,238,310	st.	st.	4½	114
Lancaster.....	11,699	47½	47½	3	40	40	London.....	1,352,752	st.	st.	5	116
Leeds and Liverpool.....	2,897,100	100	34	640	640	50	St. Katharine.....	7,000	50	50	171	
Liecester.....	545,140	140	9	39	139	10	Southampton.....	25	27	27	100	

AMERICAN STATE WORKS AND CANALS, ETC.

STATE WORKS.	Length in miles.	Cost.	1843.		1844.		The State Canals are all 4 feet deep, and the locks are 13 to 17 feet wide, and 80 to 90 feet in length.
			Income. Gross.	Expend.	Income. Gross.	Expend.	
N. Y. 1 Black river canal.....	35	1,524,967	.....	.....	24,618	14,443	The six millions paid to the canal fund from auction and salt duties are not included in the estimate of cost. The Genesee valley and the Black river canals require large sums for their completion, the interest of which additional sum is much greater than the estimated gross income of these canals when finished. The sums required to complete these two canals are \$2,000,000 and \$600,000, making their total cost when finished \$5,553,000 and \$2,409,000; an expenditure incurred on estimated incomes (admitted to be liberal,) of \$39,000 and \$14,000 respectively.
" 2 Cayuga and Seneca	21	237,000	16,557	10,953	.....	.....
" 3 Champlain canal.....	64	1,251,624	102,308	.....	116,739	.....
" 4 Chemung.....	23	684,600	8,140	14,486	14,385	12,740	
" 5 Chenango.....	97	2,420,000	16,195	15,967	22,179	15,960	
" 6 Crooked lake	8	156,777	461	3,674	1,498	3,951	
" 7 Erie—enlargement of	363	12,648,852	1,880,316	.....	.....	.....
" 8 Genesee valley.....	120	3,739,000	.....	.....	19,641	15,557	
" 9 52 miles opened, cost \$1,500,000.....	.....	.....	12,292	13,819	.....	.....
" 10 Oneida lake	6	59,000	225	2,239	621	1,636	
" 11 Oswego	38	565,437	29,147	22,742	56,165	28,599	
Pa 12 Beaver division canal.....	25	.....	.....	.....	7,381	5,386	
" 13 Delaware canal.....	60	.....	.....	.....	109,278	22,870	
" 14 French creek.....	45	.....	.....	.....	.....	.....
" 15 Seneca river towing path.....	.....	69,276	.....	.....	381	.....
" 16 Columbia railroad.....	82	.....	.....	.....	443,336	205,067	
" 17 Eastern division.....	36	.....	.....	.....	179,781	138,915	
" 18 Juniata canal	93	.....	.....	.....	.....	.....
" 19 Portage railroad.....	130	.....	.....	.....	351,102	248,943	
" 20 Western division canal.....	105	.....	.....	.....	.....	.....
" 21 North branch Susquehanna canal.....	73	.....	.....	.....	101,949	57,633	
" 22 West " " "	72	.....	.....	.....	.....	.....
Ohio 23 Hocking canal.....	56	975,130	4,757	.....	5,286	4,139	The canals of Ohio are supported by a property tax of 5½ mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost, 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$48,770, though the year '44 has exhibited a greater increase throughout the country than ever before known.
" 24 Miami canal.....	85	1,660,742	68,640	38,826	77,844	22,341	
" 25 Miami extension.....	105	2,856,636	8,291	.....	12,723	14,741	
" 26 Miami northern division.....	35	322,000	.....	.....	unfin'd.	.....
" 27 Muskingum	91	1,627,318	23,167	.....	29,385	15,027	
" 28 Ohio.....	334	4,600,000	322,754	123,398	343,711	113,210	
" 29 Wabash.....	91	3,028,340	35,922	6,400	48,589	12,817	
" 30 Walhonding.....	25	607,269	838	39,005	1,977	1,238	
" 31 Western road.....	31	255,015	7,254	1,782	8,747	2,929	
Ind. 32 Sundry works.....	.....	11,000,000	.....	.....	.....	.....	These 21 millions on sundry works yield no income whatever.
" 33 Maume canal.....	.....	.....	.....	.....	.....	.....	The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
Ill. 34 Sundry works.....	.....	10,000,000	.....	.....	.....	.....
Mich. 35 Central railroad.....	110	1,842,308	149,987	75,960	211,170	89,420	
" 36 Southern railroad.....	68	936,295	24,064	7,907	60,341	70,000	

CANALS.	Length in miles.	Cost.	1843.		1844.		REMARKS.
			Div. per cent.	Income. Gross.	Div. per cent.	Income. Gross.	
Blackstone.....	.....	.....	.....	.....	.....	.....
Bald Eagle Navigation.....	25	400,000	.....	.....	.....	.....
Beaver and Sandy, (part). . . . .	.....	1,000,000	.....	.....	.....	.....
Charleston, (S. C.).....	184	12,370,470	47,637	.....	.....	.....
Chesapeake and Ohio.....	12	300,000	.....	.....	.....	.....
Conesota.....	13	.....	.....	.....	.....	.....
Delaware and Chesapeake.....	108	3,500,000	279,795	103,221	190,693	120,624	
Schuylkill.....	.....	.....	.....	.....	26	.....	We may, perhaps, at some future time be enabled to give the particulars of all these canals.
Farmington.....	.....	.....	.....	.....	31	.....	The Chesapeake and Ohio canal is not yet completed to the coal mines, hence its trifling income.
Middlesex.....	.....	.....	.....	.....	.....	.....	The enlargement of the Schuylkill canal has been commenced.
Port Deposit.....	10	200,000	.....	.....	.....	.....
Delaware and Raritan.....	43	2,900,000	99,623	53,327	131,491	84,455	
Southwark.....	.....	300,000	.....	.....	.....	.....	The Morris canal was lately sold for one million, about one-fourth of its cost. It is said in the papers that it is to be enlarged. We have seen no report, nor heard of the appointment of any engineer.
Tide Water.....	45	2,900,000	.....	.....	.....	.....
Union.....	80	2,000,000	.....	.....	.....	.....
Morris.....	101	1,000,000	.....	.....	28	.....
Dismal Swamp.....	.....	.....	.....	.....	.....	.....

CANADIAN CANALS.	Length in miles.	No. of Locks.	Lodgement in feet.	Size of locks.		Width of canal Bottom.	Surface.	Estimate.	Income.		REMARKS.	
				Length of chamber.	Width.	Depth on mitre sill.			feet.	feet.		
The Welland canal.....	.....	.....	.....	feet.	feet.	feet.	feet.	3,948,372	2,485,572	64,658	
Main trunk from Port Colborne to Port Dalhousie.....	28	31	328	150	26 1-2	8 1-2	45	81	.....	.....
Junction branch to Dunville { not added	21	1	6	150	26 1-2	8 1-2	35	71	.....	.....
Broad creek branch to Port Maitland { below.	1 1-2	1	6	200	45	9	45	85	.....	.....
The St. Lawrence canal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galops and Port Cardinal.....	2	2	7	200	45	9	50	90	.....	.....
Rapid Plat.....	4	2	11 1-2	200	45	9	50	90	672,498	973		
Farren's point.....	3-4	1	3 1-2	200	45	9	50	90	.....	.....
Cornwall, passing the Long Sault rapids.....	11 1-2	7	48	200	55	9	100	150	865,372	1,665,663		
Beauharnois, do. Coteau, Cedars and Cascades road.....	11 1-4	9	82 1-2	200	45	9	80	120	1,190,087	275,426		
Lachine, do. Lachine rapids.....	8 1-2	5	44 1-2	200	45	9	80	120	old canal.	400,000	20,288	
Elargement of do. ....	.....	.....	.....	.....	.....	.....	.....	1,001,333	64,439	.....	
Total from lake Erie to the sea.....	12	57	525	.....	.....	.....	.....	.....	.....	.....
Chamby.....	66	9	74	120	24	6	36	60	200,000	440,000	1,409	

COAL COMPANIES.	Length in miles.	R. rd. Canals.	1843.		1844.		Value of stock.	REMARKS.
			Cost.	Income. Gross.	Div. per cent.	Income. Gross.		
Delaware and Hudson.....	16	108	2,800,000	930,203	10%	196,702	10	130
Lehigh.....	20	72	6,000,000	.....	.....	.....	31	.....

AMERICAN RAILROADS.												SALES.				
	RAILROADS.	Length in miles.	Cost.	Loans and debts.	Number of shares.	Paid on share	1843. Gross.	Income. Nett.	Div. per cent.	1844. Gross.	Income. Nett.	Div. per cent.	Previo us prices	Week ending April 3d. Shares. Price		
Me.	1 Portland, Saco and Portsmouth.	50	1,200,000	.....	.....	.....	89,997	47,166	7	124,497	74,841	6	113½	83 100½
N. H.	2 Concord.	35	750,000	.....	.....	.....	.....	.....	.....	.....	.....	12	70½	26 139½
Mass.	3 Boston and Maine.	56	1,485,461	.....	.....	178,745	68,499	6	233,101	86,401	6½	110½	5 110½	
"	4 Boston and Maine extension.	17 1-4	455,703	unfin.	277,315	144,000	8	316,909	147,615	8	120½	2 120½		
"	5 Boston and Lowell.	26	1,863,746	18,600	100	233,388	110,823	6	282,701	156,109	6	108½	
"	6 Boston and Providence.	41	1,880,135	none.	18,600	100	404,141	162,000	6	428,437	195,163	7½	116½	33 118½		
"	7 Boston and Worcester.	44	2,914,078	21	250,000	not stated	7	17,737		
"	8 Berkshire.	28	280,260	280,260	13	34,654	13,971	5½	70½	7 83		
"	9 Charlestown branch.	54	2,388,631	140,595	6	337,238	227,920	8	109½	21 109½		
"	10 Eastern.	50	1,150,000	just opn'd	42,759	26,835	120	38 122		
"	11 Fitchburg.	14 1-2	380,000	.....	.....	84,079	.....	8	94,588	34,944	10	121	.....		
"	12 Nashua and Lowell.	20	430,962	.....	.....	50,671	24,000	6	64,998	24,000	6	.....	.....	
"	13 New Bedford and Taunton.	20	172,883	unfin.	.....	.....	.....	.....	.....	.....	.....	102	28 102	
"	14 Northampton and Springfield.	59	2,170,366	900,000	16,535	100	162,336	24,871	230,674	99,464	3	70½	6,515 70		
"	15 Norwich and Worcester.	59	87,820	unfin.	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	16 Old Colony.	4	63,075	unfin.	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	17 Stoughton branch.	11	250,000	.....	.....	.....	20,000	8	96,687	20,000	8	118	.....		
"	18 Taunton branch.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	19 Vermont and Massachusetts.	3	41,516	200	.....	100	.....	.....	.....	.....	.....	.....	.....
"	20 West Stockbridge.	156	7,686,202	4,686,202	30,000	573,882	284,432	753,753	439,679	3	102½	1,032 103½		
"	21 Western, (117 miles in Mass.,).	.....	8,431	506	.....	.....	.....	.....	150,000	.....	.....	82	86 31	
Con.	22 Worcester branch to Milbury.	74	1,244,123	6	89		
"	23 Housatonic, (10 months).	38	1,100,000	100,000	10,000	100		
"	24 Hartford and New Haven.	25 1-2	600,000	400,000	2,000	100		
"	25 Hartford and Springfield.	48	2,600,000	650,000	13,000	100	113,889	.....	154,724	79,845	.....	41	1,975 40½	
"	26 Stonington, (year ending 1st Sept.).	31	336,211	45,896	7,522	73,248	48,033	0		
N.Y.	27 Attica and Buffalo.	78	1,796,342	200,000	14,000	100	189,693	112,000	237,667	152,007	6	106	18 106		
"	28 Auburn and Rochester.	26	766,657	133½	86,291	27,334	96,738	52,544	6	116		
"	29 Auburn and Syracuse.	22	200,000	1,500	100		
"	30 Buffalo and Niagara.	.....	5,000,000	.....	.....	.....	.....	.....	.....	.....	.....	31½	1,083 31½	
"	31 Erie, (446 miles).	53	.....	.....	.....	48,000	.....	126,020	59,975	.....	.....	.....	.....
"	32 Erie, opened.	26	1,206,231	.....	50	.....	.....	140,685	62,399	70	825	684	.....		
"	33 Harlem.	31	575,613	.....	50	.....	.....	35,029	1,941	0	14	.....	.....	
"	34 Hudson and Berkshire.	96	1,610,321	392,340	29,846	.....	.....	153,456	58,996	0	75½	5,400 76½		
"	35 Long Island.	17	1,317,893	400,000	10,000	100	69,948	58,786	79,804	45,763	0	64½	325 63½		
"	36 Mohawk and Hudson.	22	303,658	.....	.....	42,242	3,600	1	34,666	8,455	0	.....	.....	
"	37 Saratoga and Schenectady.	20 1-2	640,800	.....	.....	28,043	.....	32,646	6,365	0	.....	.....	.....
"	38 Schenectady and Troy.	53	1,115,897	none.	16,000	62½	163,701	72,000	192,061	120,992	8	115		
"	39 Syracuse and Utica.	43	727,332	.....	.....	76,227	.....	114,177	75,865	5	.....	.....	.....
"	40 Tonawanda.	6	180,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	41 Troy and Greenbush.	25	475,801	.....	.....	44,325	21,000	.....	38,502	9,971	2½	.....	.....	
"	42 Troy and Saratoga.	78	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199,094	8	129	58 128		
N.J.	44 Camden and Amboy.	61	3,200,000	682,832	383,880	784,191	404,956	110½	43 110½			
"	45 Elizabethtown and Somerville.	26	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	46 Morris and Essex.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	47 New Jersey.	34	2,000,000	.....	.....	.....	.....	.....	.....	.....	.....	93½	.....		
"	48 Paterson.	16	500,000	6	85		
Pa.	49 Beaver Meadow.	26	1,000,000			
"	50 Cumberland Valley.	46	1,250,000	30		
"	51 Harrisburg and Lancaster.	36	860,000		
"	52 Hazleton branch.	10	120,000	.....	.....	.....	.....	.....	12	.....	.....	143½	10 150	
"	53 Little Schuylkill.	29	900,000	.....	.....	.....	.....	.....	.....	.....	.....	64	135 6	
"	54 Glossburg and Corning.	40	600,000	.....	.....	.....	.....	.....	.....	.....	.....	104	.....		
"	55 Mauch Chunk.	9	100,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	56 Minehill and Schuylkill Haven.	18	315,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	57 Norristown.	20	800,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	58 Philadelphia and Trenton.	30	400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	59 Pottsville and Danville.	29 1-2	1,500,000	.....	.....	.....	.....	.....	.....	597,613	343,511	50½	4,110 50½	
"	60 Reading.	94	9,457,570	7,447,570	40,200	50		
"	61 Schuylkill valley.	10	1,900,000	.....	.....	20,000	.....	.....	.....	.....	.....	.....	.....
"	62 Williamsport and Elmira.	25	400,000	.....	.....	43,043	200,000	.....	.....	210,000	.....	43½	.....		
"	63 Philadelphia and Baltimore.	93	4,400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Del.	64 Frenchtown.	16	600,000			
Md.	65 Baltimore and Ohio, (1st Oct.).	188	7,623,600	575,235	279,402	58,620	346,946	48½			
"	66 Baltimore and Susquehanna.	58	3,000,000	5	200	6		
"	67 Baltimore and Washington.	38	1,800,000	177,227	71,691	212,129	104,529	84		
Va.	68 Greensville and Roanoke.	17 1-2	260,000			
"	69 Petersburg and Roanoke.	60	969,880	122,871	72,898	3		
"	70 Portsmouth and Roanoke.	78 1-2	850,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	71 Richmond and Fredericksburg.	61 1-2	1,200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	72 Richmond and Petersburg.	23 1-2	700,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	73 Winchester and Potomac.	32	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N.C.	74 Raleigh and Gaston.	84 1-2	1,360,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,853 43½	
"	75 Wilmington and Raleigh.	161	1,800,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. C.	76 South Carolina.	136	5,671,452	34,410	75	201,464	77,456	532,871	140,196	5		
Ga.	77 Columbia.	66	2,581,723	227,532	93,190	328,425	180,704		
Ga.	78 Central.	190	2,581,723	248,026	158,207	248,096	147,523		
Ga.	79 Georgia.	147 1-2	2,650,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ky.	80 Lexington and Ohio.	40	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio	81 Little Miami.	40	450,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	82 Mad river.	40	400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind.	83 Madison and Indianapolis.	56	152,000	.....	.....	.....	12,000	.....							

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, April 10, 1845.

THE COAL TRADE.—Sent by railroad from Pottsville and Port Carbon, for the week ending on Thursday evening last, April 3d..... 4,344-13
Per last report..... 25,634-04

Total..... 29,978-17
From Schuylkill Haven..... 8,284-05
Per last report..... 55,619-18

Total..... 63,904-03

BY CANAL.

From Pottsville and Port Carbon..... 3,655-00
Per last report..... 5,248-07

Total..... 8,902-07
From Schuylkill Haven—total up to Wednesday evening, April 21..... 825-16
From Port Clinton—total..... 967-04

Total by canal..... 10,695-07
Total by railroad..... 93,883-00

Total by railroad and canal..... 104,578-07
Freights to New York, \$1-80—to Philadelphia 70 cents.—*Miners' Journal*.

We are obliged to the president, Mr. Wilkinson, for enabling us to correct the errors referred to in the following communication; and we again respectfully request those who detect errors in our tables, or statements, to do us a similar favor, and enable us to correct them at the earliest possible period—as accuracy in our statements is what we aim at.

Office of the Syracuse and Utica R. R. Co.
Syracuse, April 7th, 1845.

TO THE EDITOR OF THE RAILROAD JOURNAL.

DEAR SIR—I observe two errors in the statement of this company in your Railroad Journal, which I will thank you to correct—I mean in the table which is published on the 8th page usually.

You state the cost \$1,151,576. It should be \$1,115,897. The secretary of State made the error in his table by adding to the last sum \$35,678-42, which our report showed had been expended in 1844, and charged to construction. This expenditure was already included in the sum of \$1,115,897.

Another error is in stating the dividend at 7 per cent. Our capital is one million and the dividend was \$80,000, or 8 per cent. Very respectfully,

JOHN WILKINSON.

We have received the "remonstrance of the several railroad companies, on the line from Albany to Attica, against the several petitions for a reduction of their fare, the appointment of a commissioner, and compelling them to run in the night, in winter," etc.

We are, not unfrequently, amused, and much more frequently vexed, at the disposition of the people, or

a few uneasy representatives of them, to apply legislation as a remedy for every supposed evil. It is well known that we are the strenuous advocates of "low rates of fare and high rates of speed for passengers, on railroads"—yet we desire to convince by argument and example, not to compel by arbitrary, and, as we think it would be in this case, unjust legislation. There are few, comparatively, even of the most experienced business men, who have not given much attention, or devoted time to the investigation and management of the details of railroad affairs, that understand the difficulties to be overcome, and the constant efforts required from those who have the charge of even a short railroad. Hence

it is that we often hear people making serious complaints of the management, and anathematizing the managers of railroads, because their views and opinions are not followed; and it seems that an effort is now being made, not only to take from the companies the right of charging what their charters allow them, but also to take from them the control of their roads, by the appointment of a commissioner.

It is not enough that passengers travel at two or three times former speed, for the same, and even a less rate per mile; or that the railroad companies are restricted, some of them, from carrying freight at all, except when the canal is closed, and even then only by paying canal tolls, but there must be more restrictions more compulsion, and, as a matter of course, less accommodation to the public.

The companies which compose this line of road have had a powerful competition on the canal—and they must soon re-lay their road with heavy iron, in order to keep pace with the requirements of the people; and therefore we are fully of the opinion that their managers should be left, without any further restrictions; and, if desirable, they should have further facilities granted, to enable them to complete the gigantic work which they have undertaken, and from which the business community have already derived so much benefit. Let the legislature sustain, rather than cripple, by unnecessary restrictions, works which add so largely to the comforts, the interests, and, may we not say, the years? of those who travel. We shall probably refer to this subject again.

RAILROAD MEETING.

At an unusually large and respectable meeting of the citizens of Wood co., Va., convened at the court house pursuant to notice, on Saturday, 21st ult., Col. J. G. Springer was called to the chair, and Wm. H. Safford appointed secretary. The object of the meeting having been explained by the chair, it was successively addressed by James F. Stephenson, Esq., of Tyler, Wm. A. Harrison, Esq., of Harrison, Calbell Tavener, Esq., of Lewis, and Gen. J. J. Jackson, of Wood.

The following, among other resolutions, were passed, preceded by an indignant assertion of their rights.

We, the people of Wood county, citizens of Virginia, in full county meeting assembled, solemnly impressed with the magnitude and importance of the interests of ourselves and our posterity now at stake—asking, and having asked of our fellow citizens, represented in the general assembly, nothing which has ever been refused to others—fully convinced that the continued rejection of an application so obviously just in itself, and if granted so advantageous to us and ours and to the whole commonwealth, would be an act of most flagrant and wanton oppression, sufficient to cancel the allegiance due from us under other circumstances; but trusting that our fellow citizens of other sections will not permit their representatives to persist in such injustice; and willing, therefore, to make a further appeal to their sense of right and duty, do resolve as follows:

1. Resolved, That we are deeply impressed with a sense of the injustice done to us and our best interests, and to the State at large, by the refusal of the ge-

neral assembly, at its recent session, to permit the extension of the Baltimore and Ohio railroad through the northwest to the Ohio river, and that we entertain an equally profound conviction that such refusal did not reflect the sentiments of the people of this commonwealth.

2. Resolved, That inasmuch as it was known to the general assembly that the interests of the company, to say nothing of insuperable physical difficulties, would not permit the Baltimore and Ohio company to terminate their road at Wheeling, the granting a right of way and confining its terminus to that city was, in our deliberate opinion, on the part of many voting for it, a mere subterfuge, and a mockery of the respectful prayer of the northwest; which is was intended to deny without the manliness of a direct refusal.

3. Resolved, That a refusal, whether open or covert of a right of way to the Ohio river at any point not below the mouth of the Little Kanawha river, is a breach of the faith of the commonwealth pledged to the Baltimore and Ohio railroad company, and to the whole Union by acts of assembly passed in 1827, 1837 and 1838, in all of which years such right of way is granted or recognized, and it is well known that without such pledge the said company would not have commenced their great undertaking.

4. Resolved, That it is an undeniable right, possessed by every portion of the people in every section of the commonwealth, to associate themselves together to carry on any lawful business, or to construct any road or other improvement, not directly interfering with the vested rights of others, having for its object the transportation of the products of their labor to the best markets; and the withholding by the legislature of corporate powers, or any other ordinary facility necessary to accomplish such object, is not only without precedent in the history of this commonwealth; but considering that similar privileges have been freely bestowed on almost every other portion of the State, is, in the highest degree, partial, unequal, unjust and oppressive.

Is it not strange that the legislature of Virginia should allow this important work to be thus retarded, when so many of her own citizens are to be benefitted by its early completion? It is certainly not a very great evidence of the progress of the intelligence of the age in Virginia. Of one thing, however, those interested may rest satisfied, which is that the road will be completed, notwithstanding the opposition of interested parties. It is only a question of time. It is quite too important a measure to be suspended at Cumberland.

By a late decision of the supreme court of North Carolina, Mr. F. E. Rives of Virginia, who it will be recollect purchased at auction, under a levy made at his instance, that part of the Portsmouth and Roanoke railroad within the limits of this State, is put in possession of the property, and he has exercised the right acquired by the decision to stop the travel on that portion of the road. Consequently, the Portsmouth company has ceased its operations for the present altogether.—*Wilmington Chron.*

Eric Canal.—At a meeting of boatmen recently held at Syracuse, for the purpose of establishing the prices of freight and passage for the coming season, it was resolved that the price of passage, including board, be 1½ cent per mile, or 1 cent per mile without board, and that the price of freight be 19 cents per 100 miles for 100 lbs.—*Jour. Com.*

The Reading Democratic Press says—"A statement made by the Reading railroad company sets for the fact that the locomotive engine 'Manawatany,' weighing about 13½ tons, from 1st July to 1st December, 1844, five months, made 81 trips on the road, transporting 16,120 tons of coal; the 'United States,' weighing about 18 tons, during the same time, 58 trips, with 21,205 tons of coal."

A dividend of three per cent. for the last six months has been declared on the Washington branch of the Baltimore and Ohio railroad.

Our Sales of Stocks are not corrected this week.

CANADIAN TRADE, DRAWBACK, ETC.

The effects which the law just passed by congress may have on our trade with the British provinces are very generally discussed by the northern and eastern prints. In addition to the duties imposed by the British parliament to regulate the general trade of the empire—which, by the way, are very slight—there are also provincial duties, which the colonial parliament may lay on “ad libitum”; hence the ability of so poor a country to meet the interest on the debt, already \$500,000 per annum, as well as the exorbitant expenses of their government, for both duties go to the colonial treasury. There is a discrimination in favor of merchandize imported by the St. Lawrence, which we saw stated in a Canadian paper, equal to 12½ per cent. *ad valorem*. A few years since congress passed a law which put prohibitory duties on horses, cattle, etc., coming from the province, a trade of long standing and of some importance to certain districts; this, together with the heavy duties on grain (the duty on oats being 50 per cent.) which had long been felt led to retaliation on the part of the Canadians, and we do not know where it may end.

The upper province—now called Canada west—has however a vast interest in a free intercourse with New York; its population being almost entirely British and American, demands a greater amount of merchandize of every description than the, at present, more populous lower province with its French community; its inhabitants, no matter how “loyal,” infinitely prefer New York to Montreal in every respect, whether for business or pleasure, and their natural position renders it certain that this city must, before long, become the great and permanent resort of the travellers and merchants of Canada west. Again, the climate alone is sufficient to point out New York as their Atlantic port. The navigation to all the principal ports on Ontario has been open sometime, and, before the 1st of May, the country merchants might have received their spring goods, and disposed of no small part of them. The canals between Ontario and Montreal open about the 1st of May, and it will be some time before the upper province receives its supplies, supposing the goods to be in Montreal all winter, or taken there in the spring from Portland, Boston or New York. But the great bulk of the merchandize is, of course, imported in the spring; the first ships reach Montreal about the 15th May, and the summer is one-third gone by the time the “spring goods” reach their destination. Ontario and the Hudson are

open about six weeks before the canals between Montreal and Kingston; the distance from Albany to Oswego is 184 miles, of which, 150 miles, by railroad, have been in operation for many years, requiring only 35 miles to complete the communication by steam, and for which a charter will be granted this session. Hence goods from New York can be delivered at the principal ports of *upper Canada* at a lower rate than from Boston or Portland *at Montreal*, thus saving more than half the cost of transportation from tide-water to Ontario, besides being five or six weeks earlier in the spring. Even the canals of New York can compete successfully with the Montreal railroad whether to Portland or Boston, omitting all consideration of the superior advantages to the mercantile man which this city holds out, even with reference to the time of reaching Ontario in the spring, and neglecting the cost of transportation, about one half of a very low freight from Boston or Portland to Ontario via Montreal. But, via Albany, Boston has a route to the west immeasurably superior to any which can be prosecuted; she has the advantage of New York during winter, but after the opening of the Hudson—about the 15th March—competition cannot be thought of. We base our expectations of a great trade with the west part of Canada on the deep interest which the people have in the freest possible intercourse with us; if we are correct in this assumption, time will soon do the rest.

We have more than once alluded to the extraordinary ideas entertained by civil engineers of Philadelphia, as to the cost of transportation on canals, and we are less surprised to find equally visionary notions among our friends “down east.” One of the gentlemen above alluded to, Mr. Edward Miller, actually states that coal can be brought from Pottsville to New York—after the enlargement of the Schuylkill canal—for 45 cents per ton, exclusive of tolls, but including loading and unloading. The distance is about 220 miles; so this is at the rate of very little more than two mills per ton per mile! (2·045), or 30½ cents per ton from New York to Albany, a rate at which no man would contract to carry any quantity, no matter how great, or with what regularity delivered. The lowest freight we can hear of is 50 cents per ton of coal carried 100 miles in large quantities, and under the most favorable circumstances. Steam is used to the greatest advantage, the boats being towed close by the steamer, in place of at the end of a long tow-line, and the speed, dimensions of the barges, in short, every-

thing connected with the business is arranged to the greatest advantage, instead of being adapted to a narrow canal. We dwell on these exaggerations because they lead to very serious consequences. For example, Judge Preble, of Portland, stated in Montreal that flour could be carried from Chicago, via the Welland canal and Montreal, to Portland for 65 cents per barrel! The present charges from Kingston to Montreal are 35 cents per barrel, and adding 5 cents for insurance and handling at Montreal, we have 40 cents as the cost on the cars opposite that city; as for 25 cents yielding a fair profit on such an article as flour to be carried above 200 miles, the idea is absurd to any man acquainted with the cost of transportation on railways, with the extent of the flour trade, or with the climate and country of the contemplated route. Even the Reading railway, which carries more tons than there are tons of flour, corn, wheat, pork, beef, etc., sent from the entire west to Montreal, Boston, New York, Philadelphia and Baltimore, charges 1½ cent per ton per mile, though the road is level, or descending, in the direction of the trade, and they expect to carry 800,000 tons of coal alone, before the stock can yield 6 per cent. This is equal to more than 8 millions of barrels of flour, and shows the immense trade necessary with such low tolls on the principal articles carried. The St. Lawrence offers a cheaper route from Ontario to Montreal than any canal, the colonial legislature cannot shut it up, and the Rideau canal will prevent their being able to force the trade into the St. Lawrence canals, so that the board of works will not be able to increase the cost of transportation above present rates. As for reducing it, by charging 16 cents toll per barrel of flour, between Ontario and Montreal at the rate of the Lachine canal before enlargement, the “modus operandi” must be explained by political jobbers. We believe that flour is now delivered at Boston more cheaply than it ever can be at Portland, and will go so far as to predict that that article, from the lake country, will never reach Boston or Portland so cheaply as via Albany.

In making these remarks, we must be allowed to say that we are neither influenced by deep personal interest and local attachments, nor by the discovery, during a residence of more than twenty years, of any remarkable evidence of enlightened forecast, and liberal enterprize, among the citizens of New York, in the projection and execution of great works calculated to promote the growth and prosperity of the city; but simply by a knowledge of the facts as they ex-

ist, and a desire to state them fairly for the benefit of whom it may concern.

By way of showing the other side of the question, at least as far as the St. Lawrence canal is concerned, we give a few of the remarks of Mr. Merritt, to whose indefatigable, if not disinterested, exertions, Canada is in no small degree indebted—in more senses than one—for her bombastic public works.

"The first part of Mr. Merritt's address embraced an enlarged view of the extent of the inland coast of the valley of the St. Lawrence; he explained its advantages and disadvantages, in respect to situation and climate, and proved, from various statistical tables, its rapid annual increase in population and in extent of trade.

"He next proceeded to demonstrate that the trade of this great country must ultimately centre on the shores of lake Erie, bringing within its scope several of the neighboring States of the Union; and that on the completion of the canals now in progress an easy and direct communication would be established with that part of the country, particularly should the canals be made continuous, by the province furnishing tug boats, to tow the vessels from the debouchement of one to the entrance of another. He instituted a comparison between the length and expense of transit by the Erie canal, leading to the Hudson, and by the Welland and St. Lawrence canals, leading past Montreal and Quebec, and showed that the latter route, when completed as above, and freed from all unnecessary restrictions, will be the cheapest and best, and command in consequence the greater portion of the lake Erie trade.

"Mr. Merritt then entered on the second part of his subject, by pointing out the conduct necessary to be pursued by the imperial and provincial governments, in order to secure and retain this trade. On the one part the policy commenced by the home government ought to be carried into full effect, by the removal of all duties on the products of Canada entering the ports of Great Britain; on the other, British products and manufactures ought to be admitted into Canada duty free. That these duties could be dispensed with by the province, on the opening of the canals, now in progress of construction, was shown by Mr. M., from an examination of our present revenues and resources; the increase of revenue from these canals alone, would, he argued, from the immense increase of transit, more than counterbalance the reduction of duties from the customs now levied.

"Mr. Merritt lastly adverted to the consequences which would result from such a course as he advocated. Canada would become, in effect, one entire warehousing port; the six States and territories adjoining lake Erie would be colonies of Great Britain, as far as regards their consumption of her manufactures—a most extensive home market would be open to Canadian industry, and the bonds which unite Canada to the mother

country being thus drawn more closely and intimately together, would render British connection forever secure and permanent."

BOSTON AND BURLINGTON RAILROAD.

The Rutland Herald, of 3d inst., has the following, and many other remarks in relation to this work:

"*Our Railroad.*—We are glad to see that the true New England spirit is at length arousing itself in view of the contemplated project of uniting Boston with Montreal, by a continuous line of railroad. This is as it should be. The advantages of such a communication to these cities not only, but to the entire section of country through which such a route may be established, has long been understood and fully appreciated; but it has not, until quite recently, been plainly indicated, which of the many projected routes would finally be determined upon. This question we believe now to be settled, at least if the people of western Vermont but do their duty. For ourselves, we have long had but one opinion in reference to this matter. Looking to Boston for the main source of power, which must give impetus to this most desirable enterprize, we have had but little doubt as to which route would find favor with that power—the monied interest of our "New England capital." We now feel ourselves warranted in saying that this interest is decidedly in favor of the western route, via Keene, Bellows Falls, Rutland and Burlington, and at the time to have questioned this, would have been supposing our Boston friends entirely blind to their own interests, and utterly incompetent to judge of the real merits or disadvantages to them of the different routes proposed."

The Herald need not fear that the Bostonians will, in such a matter as this, "be blind to their own interests." Of another city—not a thousand miles from here, which claims to be the metropolis of this Union, but which looks calmly on and sees Boston wresting from her a portion, and no trifling portion either, of her trade—we cannot say as much; but Boston puts out her long arms, reaching far into those regions which New York has heretofore deemed hers of right—and draws to herself a large amount of business which New York might have had by one-half the effort. There is this difference, however, in the two cities. The capitalists of Boston encourage, foster and sustain whatever benefits Boston, but in New York it is not so—there are but few, comparatively, of her rich men who care a straw for New York—consequently they do not encourage and sustain those works important to her business operations, but rely upon what nature has done for her.

It was so in relation to the Erie and Champlain canals. New York was opposed to them. And so it is with the two great rail-

roads, the New York and Erie and the New York and Albany; they are suffered to linger; and those few who have labored in their behalf for years have become disheartened and disgusted with such apathy—while Boston enjoys the advantage of her enlightened foresight and energy, in the rapid increase of business, and greatly enhanced value of her real estate.

New York must, however, make these works in *self defence*—and had better do it by a tax on her property than not have it done speedily.

ACCIDENT ON THE RAILROAD.

"This morning, as the cars from Stonington were coming towards Providence, when near Wickford, going nearly at the rate of thirty miles an hour, the axletree of one of the deck cars broke, and the car was nearly destroyed—the next, being also a deck car, was thrown entirely off the track, as were the forward wheels of one of the long passenger cars. Most miraculously no one was seriously injured, although there were nearly 250 persons in the cars. Had the accident occurred further on the road, when passing through a deep rocky cut, the loss of lives would have been great. By the judicious management of the conductor, Mr. L. Tucker, with the assistance of the engineers, and a part of the passengers, the cars were replaced upon the track, after a delay of only about an hour and a half."

We find the above paragraph in the Boston Transcript, of 1st inst.—and we ask the superintendent of the road, and others who may be able to answer the question, whether the car in which the axle broke had "Kite's Safety Beam" attached to it? We presume not, as we do not know of a single instance of serious accident from the breaking of a car axle, where this "safety beam" was attached—while we have been informed of several instances where a car has run many miles after the breaking of an axle, without the circumstance being known to the passengers in the car. By referring to the cut in this Journal, it will be seen that, if the axle breaks in the journal, the car will not be materially affected by it, as the safety beam then comes into use, and the axle and wheel are kept in their place, and the car on the track—or, if it breaks near the centre, or between the safety beams, the wheels are kept in their place, and the car cannot well be thrown off the track, as in this case—breaking and damaging those which followed.—Breaking the cars, however, is of small moment, when taken in comparison with breaking the limbs or necks of the passengers—the escape of whom, in this instance, is deemed almost miraculous; yet, the loss of property to the company, and time to the

passengers, is a very important matter, probably fully equal to the cost of "safety beams" on all their passenger cars. If this be so, what excuse has this, or any other real to offer for neglecting to attach this simple apparatus, or a better one if they can, to all their cars?

WESTERN INLAND NAVIGATION.

We give place to the following from the Cincinnati Chronicle, that the extent of our inland navigation, especially in the West, may be better understood; and to ask, if such are our rivers beyond the mountains, how long will it be before the majority of our population will be found along their margin and tributaries? Not long, we predict.

"The rolling flood of waters now poured along by the Ohio, and the vast distances to which products are borne by the numerous steamers upon its bosom, remind us of the great, and, compared with any other portion of the earth, most extraordinary extent of the inland navigation of the West. Let us take some particulars. It is considered a great voyage from New York to Liverpool; yet one may take a single steamboat trip on the waters of the Mississippi equal to that. Look at this:

	Miles.
New Orleans to Natchez,	294
Natchez to mouth of Ohio,	718
From the mouth to St. Louis,	172
St. Louis to Weston,	500
Weston to Council Bluffs,	300
Council Bluffs to Fort Mandan,	824
Fort Mandan to the Yellow Stone,	224

Total voyage, 3032

This is the length of a voyage from New York to Liverpool—all performed inland—the point of departure being one hundred miles from the sea! Such is one of the voyages that may be performed in the great valley of the West.

But take another: suppose a boat takes in produce from Pittsburgh to New Orleans, and should there be chartered to take stores to the Fur Company's Fort, at the mouth of the Yellow Stone, and then returns to Pittsburgh, what will be her voyage?

	Miles.
Pittsburgh to Cincinnati,	498
Cincinnati to Louisville,	137
Louisville to mouth of Ohio,	345
Mouth of Ohio to New Orleans,	1012
New Orleans to St. Louis,	1184
St. Louis to Weston,	500
Weston to the Yellow Stone,	1348
Yellow Stone to St. Louis,	1848
St. Louis to the Ohio,	172
The Ohio to Pittsburgh,	980

Total voyage, 8024

Eight thousand miles might a steamboat run on the waters of the West in a regular voyage, before she returned to her original port!

But there are voyages continually performed, of scarcely less magnitude than

this, in the pursuit of regular business. For example: a steamboat leaves Pittsburgh with flour and pork for New Orleans. There she takes in a cargo of sugar and coffee for St. Louis: and there, again, she loads with wheat and lead for Cincinnati. This is, or may be, a regular western voyage, not longer than many boats actually perform in one trip. Look at it:—

There is another fact stated worthy of consideration, viz: that, by increasing the speed of one of the passenger trains, the public convenience has not only been promoted, but there is no doubt but that the profits of the company have also been increased. This is in accordance with the doctrine maintained in the Journal, that high speed and low fares for passengers, is the true policy in this country.

Director's Report.

"Your directors, in meeting you on the present occasion, have much satisfaction in reporting the progressive state of improvement in your affairs—the present half year presenting the following result, as compared with the corresponding period of 1843:—

Receipts for passengers, 14 per cent. more,	£14,450
" Goods, &c. 9 per cent. more,	1,423
" Increased receipt, -	£15,873
Expenses of working, 1½ per cent. more,	415
" Tolls, more	1,150
" Government Duty, Rates, &c.	
" more	2,078
" Property Tax, &c. more	986
" Increased expenditure,	£4,629

The difference, being net increase on the half-year, is 11,244
To which, adding the deficit brought into the last Christmas Account, 4,549
As well as the reserve from Midsummer last, of 169

A larger available balance is yielded for dividend, by the sum of 15,962

Your directors call the attention of the proprietors to these figures, which show that, whilst your working expenses, compared with a period when reductions had already commenced, have been increased only in the small ratio of 1½ per cent., your receipts have augmented at the rate of 14 and 9 per cent.

The road throughout is in good working order; some slips took place in the embankments and cuttings, during the rains in the fall of the year, the expense of the reparation of which will not exceed the ordinary estimate. * * *

The Engineer's establishment, for the maintenance of the way, has been reduced, and placed on a permanent footing of economy, and we have every reason to believe, except under extraordinary circumstances, which cannot be foreseen, will never be exceeded.

In consequence of the great increase in the traffic, a further supply of engines and carriages will be required before the return of the summer season, for which purpose, the directors have availed themselves of the late advance in the price of their shares, and have sold the whole of those remaining unissued and forfeited, at an average price of 51½, including the dividend, the proceeds of which sale they hope will meet the expense thus to be incurred.

In the report of the last half year, it was proposed to erect cottages at various points on the line for the porters, platelayers, &c., who would answer the purpose of a valuable

London and Brighton Railway.
We have been often amused, when reading, in the English railway papers, reports of the proceedings of the various meetings of railway proprietors, who not unfrequently appear to be as inquisitive as though they were in reality managing their own business—and the directors make their semi-annual reports with great apparent care, giving very full details, as will be seen by the following extracts from the last semi-annual report of the directors of the London and Brighton Railway Company.

It will be seen that while the receipts of the company have increased 14 per cent. from passengers, and 9 per cent. from freights, the expenses of working have increased only 1½ per cent.

The idea of erecting cottages along the line for those employed in repairing the road is an excellent one, and may well be adopted on many of our roads in this country—as there may thus be a more efficient police, and avoidance of accidents.

body of police; some of these cottages have been constructed, and are now occupied, the tenants paying a rent equal to a reasonable interest for the capital expended; and it is hoped the whole will be completed in the course of the present summer.

With a view to the public convenience, your directors have increased the speed of one of the trains, accomplishing the distance between London and Brighton in one hour and a half, an improvement which they have reason to believe has given much satisfaction. The excursion trains, commenced last summer with a view to afford to the humbler classes a healthful recreation at a small expense, have proved, and continue to be, a source of profit to the company. * *

The directors have now to propose a dividend of thirty shillings per share, amounting to £2,734l.

Three of your directors go out of office at this meeting, namely, William Nash, Esq. Sir John Simpson, and Edward Crowley, Esq., who, being eligible, offer themselves for re-election.

REVENUE ACCOUNT, Half-year ending 31st December 1841.—DEBTOR.

Maintaining the Line and Buildings—Maintenance of Way—Repairing slips of earthwork, and additional works,	£1,622 13 0
Adjusting rails, points, and crossings, repairs of sidings, switches, and turntables,	2,267 0 1
New sleepers,	146 10 0
Maintaining bridges, fences, drains, and culverts,	226 18 10
Road crossings, and approaches to stations,	69 9 3
Maintenance of Buildings—Repairs of stations, workshops, carriage and engine sheds, and tank house,	246 11 3
Insurance,	17 12 10
Gas and lighting,	219 1 7
	£4,815 16 10

Coaching.

Locomotive Power—Repairs of engines and tenders, in wages of fitters, smiths, turners, &c.	1,097 7 11
Ditto in materials,	1,604 7 3
Coke, 3,037 tons 8 cwt. at 26 6-100ths	3,957 1 1
Pumping and water supply,	245 6 9
Oil, grease, tallow, cotton, waste, &c.	347 4 0
Engine-drivers, firemen, and coke-men's wages,	1,958 11 6
Piloting,	540 0 0
Salaries and incidental expenses of locomotive committee,	692 9 7
Maintenance of Carriages—Repairs of carriages, in wages of smiths, carriage makers, painters, and trimmers, and in materials,	1,922 8 7
Coach Traffic charges—Salaries of station clerks, and their petty disbursements,	1,016 5 8
Card tickets, ticket boxes, & printer,	113 15 8
Police and watchmen's wages,	1,205 0 11
Do. do. clothing,	65 12 0
Guards' and porters' wages,	1,793 9 0
Do. do. clothing,	69 11 3
Carriage washing, greasing, and lamp cleaning,	662 9 6
Oil, signal lamps, waste, &c.	155 12 8
Pumping and water supply,	47 5 4
Furniture and implements for stations,	113 7 3
Compensation for loss and damage,	14 1 9
	£17,621 17 8

Carrying.

Locomotive Power—Repairs of engines and tenders, in wages of fitters, smiths, turners, &c.	208 19 2
Ditto, in materials,	305 9 7

Coke, 578 tons 7 cwt. at 26 6-100ths	753 8 10
Pumping and water supply,	35 12 8
Oil, grease, tallow, cotton waste, &c.	66 2 3
Engine-drivers, firemen, and coke-men's wages,	372 18 4
Piloting,	45 0 0
Salaries and incidental expenses of locomotive committee,	132 0 4
Maintenance of Waggons—Repairs of wagons, in wages of smiths, wheelwrights, &c. and materials,	269 3 10
Merchandise Traffic Charges—Salaries of goods' clerks and their petty disbursements,	214 18 0
Police and watchmen's wages,	146 2 0
Ditto ditto clothing,	6 13 0
Guards' and porters' wages,	707 11 6
Ditto ditto clothing,	16 17 4
Fixed engines,	178 19 1
Cleaning and greasing waggons,	34 15 6
Oil, waste, &c.	13 8 1
Waggon sheets, tarpaulings, weighing machines, and implements,	43 12 5
Three horses,	137 9 10
Keep and hire of horses,	204 2 0
Compensation for loss and damage,	25 12 8
To General Charges—Superintendence.	£3,917 16 5
Directors,	550 0 3
Secretary's, Gen'l. Superintendent's, Accountant's, Transfer and Audit Departments,	942 0 10
Engineer and assistants,	393 7 10
Traffic Superintendent and clerk,	174 17 7
Sundry Expenses—Law,	193 15 5
Advertising and placarding,	469 11 5
Printing and engraving,	752 1 8
Stationery,	203 3 4
Loss on light gold,	83 18 4
Petty disbursements, travelling expenses, furnishings, and sundry charges,	372 10 11
Working expenses, £30,490 18 3	4,135 7 4
Toll—The Greenwich Railway Company, The Croydon do. do.	3,039 4 2 12,793 2 10
Government duty,	15,832 7 0
Parish rates, tithes and taxes,	5,595 10 10
Property tax,	3,513 0 9
	615 4 7
Kingston Wharf—Rent,	9,723 16 2
Repairs,	56,047 1 5
Salaries and petty disbursements,	350 0 0
Wages,	15 1 2
Interest—On mortgage bonds to 30th June,	90 6 3
Ditto 31st December,	287 15 2
On loan notes ditto,	743 2 7
On temporary loans ditto,	511 13 9
Bond, &c., stamps	14,564 4 5
Expenses in opposing the General Railway Bill,	7,500 0 0
Subscription to Brighton Race Cup,	24,713 8 5
Subscription to extension of Brighton and Chichester Railway,	25 0 0
Subscription to floating breakwater at Brighton,	100 0 0
Donation, &c.	300 0 0
	9 4 2
Balance,	459 4 2
Total,	82,074 3 10
	53,456 9 1
	£135,532 12 11

CREDITOR.			
Coaching—Passengers.			
1st Class,	120625	18 11	£54,786 18 11
2d do.	132069	13 0	35,204 13 0
3d do.	185277	1 7	19,327 1 7
	437972	12 6	109,318 12 6
Less return fares and hire of omnibus,		75 17 6	£109,664 15 0

Mails,	-	-	131 6 0
Horses, (2635.)	-	-	1,959 6 6
Carriages, (1546.)	-	-	1,590 9 6
Dogs, (1658.)	-	-	187 19 6
			8,869 1 0
Parcels,	-	-	4,838 0 10
Less paid for collection and delivery,	-	-	931 8 10
			3,906 12 0
			£117,440 8 6

Carrying—Merchandise (27,779 tons 3 cwt.)	11,055 10 5
Beasts (453.)	171 13 8
Calves and smaller animals, (2607.)	137 11 3
Coke for use of locomotive committee,	255 19 0
	11,620 14 4
Less paid for collecting goods,	429 8 5
Surcharges on goods,	96 4 3
	525 12 8

Transfer fees,	-	-	11,095 1 8
			129 15 6
Ordinary traffic, Kingston Wharf—	-	-	£128,665 5 2
Wharfage,	-	-	564 7 1
Pier dues,	-	-	201 14 6
Weighing,	-	-	148 11 5
Warehouse rent,	-	-	101 12 10
			1,016 5 10
Interest on investment for disputed account with the South-Eastern Company, to December 31,	-	-	5,376 13 2
Rents,	-	-	594 2 2
Less rents paid, charges for repairs and collecting, and rates, taxes, &c., thereon,	-	-	215 7 11
			378 14 3
Warehouse rent,	-	-	95 14 6
Total,	-	-	£135,532 12 11

DISCRIMINATING TOLLS.—It seems that the Ohio Legislature deem the movement in this State, on this subject, of sufficient importance to pass the following resolutions, which we take from the Sandusky Clarion, in relation to it.

Preamble and resolutions, relative to discriminating tolls upon the N. York canals.

Whereas, attempts are now making by persons residing at Buffalo and Rochester, in the state of New York, to induce the general assembly of the state of New York to impose greater tolls on merchandise and produce belonging to the citizens of Ohio, and other western states, which pass on the canals of the state of New York, between Oswego, on Lake Ontario, and Albany, than are or shall be imposed on goods and produce belonging to citizens of the state of New York, passing over the same route: Therefore, be it

Resolved, by the general assembly of the state of Ohio, That the imposition of greater tolls on property belonging to citizens of other states, than are chargeable on property belonging to citizens of the state of

New York, is a measure not only grossly unjust and inequitable, and one which will have the tendency to drive the trade of Ohio into other channels, but is one which, if adapted, will warrant the state of Ohio in imposing higher charges on property coming from the state of New York than from elsewhere, and that it will be the duty of this state to take measures to protect the interests of her own citizens from this unjust aggression.

Resolved, That the governor be requested forthwith to forward two copies of this resolution to the governor of the state of New York, to be laid before the two branches of the general assembly of that state.

HARTFORD AND NEW YORK RAILROAD.

Mr. Editor—The project, recently started, of an inland railroad directly from Hartford to New York seems to meet with very general favor. The pass of the mountain at Farmington has been carefully surveyed, and it is found that the road can easily be carried through it. The mountain near Waterbury, the only other difficulty of a serious nature, is confidently supposed to be surmountable, and measures are now taken to determine the point beyond question—measures are also in progress to enlist the capitalists of Boston and New York in the enterprise, so soon as it shall be found to be unquestionably practicable.

This road, if constructed, will pass through Farmington, Bristol, Plymouth, Waterbury, Danbury, and other towns beyond. The great advantages resulting from it to these towns, to the city of Hartford, and to this portion of the country generally, as well as the great value of the road when made, are very obvious. It will at once become the great thoroughfare between Boston and New York, being the only unbroken and completely land route between those cities. It will also receive all the New York travel that comes down the Connecticut River Railroad, and should that road be extended, as is contemplated, far up the Connecticut valley, and perhaps ultimately to Montreal, the great tide of northern travel to and from will pass through the Hartford and New York Railroad. The way travel on the road, as well as the transportation of freight from the large manufacturing places on the route, will be very great, as the region of country through which it will pass, has no convenient water communication with any market.

Should this road be made, a branch could easily be constructed from Farmington through Unionville, Collinsville, and New Hartford to Winsted, thus opening to all the thriving manufactory region west of us, an easy communication with our city. We should also be benefitted in the reduced prices of wood, which, from the convenience of transportation, could be delivered at probably a dollar a cord less than the present prices.

The contemplated railroad from New Haven to New York will have to compete, during the greater part of the year, and through its whole length, with the steamboats on the Sound, and it is supposed will encounter, in

its construction and repairs, more serious difficulties than a road across the interior of our state, as it will be compelled to cross some rivers and many large streams at their mouths, where viaducts would be most expensive and most liable to be carried away by our annual freshets. The New Haven and New York road would be immediately abandoned if the project of a road from Hartford to New York were taken up in earnest.

Is not the project well worthy the attention of our capitalists?

ENTERPRISE.

Con. Courant.

Portland Route.—The reader's attention is directed to an article from the Boston Courier, reviewing some of the arguments in favor of a road from Portland to Montreal. The idea is too absurd for serious comment, and the editor has surely rendered it ridiculous enough by a mere reference to the facts relied upon by its friends. The idea of surveying a route by *guess* through a wilderness country, where the snow was some two feet deep in October—upon *this* survey basing all the necessary estimates, even to "ten cents per rod for fencing"—and then coolly suggesting that it may be expedient to verify "by the use of instruments," the grades thus established, before laying down rails! is altogether fresh and original. They are an enterprising people "down East," and John Bull is acquiring an appetite for gammon.

The canal—opening of navigation.—All looks well in this quarter. We hear from the western section (under charge of Mr. Sutton,) that the repairs there are in such a state of forwardness, as to insure completion before the 15th, if nothing occurs that cannot now be anticipated. The new channel, between Buffalo and Black Rock, will be finished if possible,—if not, the old channel will be used for a short period. Mr. Fay, the resident Engineer, left Albany where he was in attendance upon this Canal Board at the time of high water, and has been since at Tonawanda, superintending the repair of the injury to the Waste Gate and Dam. He informs us that all will be completed there. Upon this section Dr. McLean has on a large force, and the repairs are rapidly progressing. The long slide this side of Pendleton, is in a state of forwardness; and the repairs generally, through the section, promise a reasonable completion.—*Niagara Democrat*.

Coal.—The Schuylkill and Lehigh Canals are now open, but mining operations as yet progress but slowly, though a brisk business is anticipated for the coming season. The receipts by the Schuylkill Canal up to Thursday evening, only amount to 244 tons. Further contracts for future delivery have been made at \$3 25 a \$3 37½ for White, and \$3 37½ for Red Ash, Schuylkill, and \$3 25 a \$3 50 for Lehigh per ton, delivered on board. The large contract for Lehigh coal noted in our review of the 8th inst. was for 130,000 tons. The stocks of Anthracite both here and at the eastward, are unusually light, and in some places exhausted—the supply

brought down by the railway during the winter months being scarcely sufficient for city consumption.

Plank Road.—We understand that several of our most prominent citizens have taken stock in the plank road to be constructed along the Transit from this village to Williamsville. There are many considerations in favor of the construction of this road, such as will readily suggest themselves to our business men. A section of country which is now traversed by a road almost impassable for several months in the year, will thus be furnished with the means of bringing its produce to our market and purchasing its supplies of our merchants. It would increase the value of land, and promote the settlement of that part of the country. The increase of travel would, we think, be such as, in a short time, to yield a handsome revenue to the stockholder. All classes of our citizens are interested in this enterprise, but more especially our merchants, who will we hope take hold of it with a determination to carry it through. The spirit of public enterprise has slumbered here, for the last few years, but this is an object of such obvious utility that we think it will be regarded with favor by the most prudent.—*Niagara Democrat*.

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO.,
j245 21 Broad st., N. York.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,
Reading, Pa.

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1½ in. to 2½ in. thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective; Iron and Brass Castings of all descriptions.

j2451

KITE'S PATENT SAFETY BEAM.

PLAN

MESSRS. EDITORS.—As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

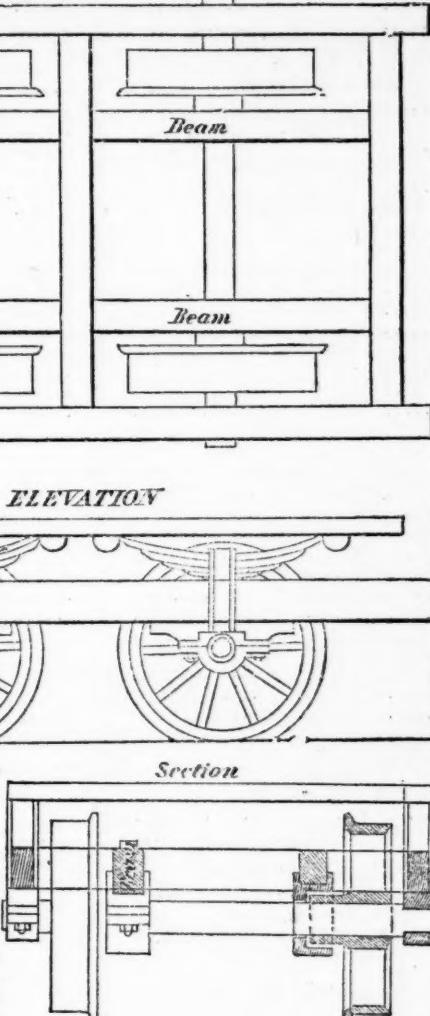
The undersigned takes pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendant,

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.



W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

SAMUEL NOTT, CIVIL ENGINEER, SURVEYOR AND GENERAL AGENT, BANGOR, ME. Railroads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

REFERENCES.—

Boston, { Col. James F. Baldwin, Civil Engineer.
Col. J. M. Fessenden, " "
Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad.

ja45

PATENT HAMMERED RAILROAD, SHIP AND BOAT SPIKES. THE ALBANY IRON AND NAIL WORKS have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

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The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

MACHINE WORKS OF ROGERS, KETCHUM & GROSVENOR, PATTERSON, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, 45 Paterson, N. J., or 60 Wall street, N. York.

PATENT RAILROAD, SHIP AND BOAT SPIKES. THE TROY IRON AND NAIL FACTORY keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

* * * Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. ja45

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles.

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J. P. JACKSON, Esq., Secretary.

ROBERT SCHUYLER, Esq., Vice President.
J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of Courtland street,		DAILY.				SUNDAY.			
		A. M.		P. M.		A. M.		P. M.	
For Newark.....	9, 11, 12.....			2, 3, 4 3-4, 6, 7 1-2		9.....		4 3-4	
" Elizabethtown.....	9, 11.....			2, 3, 4 3-4, 6.....		.....		.....
" Rahway.....	9, 11.....			3, 4 3-4, 6.....		.....		.....
" New Brunswick....	9.....			3, 4 3-4.....		.....		.....
Leave									
New Brunswick...	6, 7 1-2, 11 1-2.....			8 3-4.....		11 1-2		8 1-2	
Rahway.....	6 3-4, 7, 8 1-4, 12.....			4 3-4, 9 1-4.....		.....		.....
Elizabethtown....	7, 7 1-2, 8 1-2, 10 1-2, 12			3 1-2, 5.....		.....		.....
Newark.....	7 1-2, 8 1-4, 9, 11.....			11 1-2, 4, 5 1-2, 7, 9 3-4		11 3-4		9 3-4	
For New York.									

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 4 3-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

	New York.	Newark.	Elizabethtown.	Rahway.	N. Brunswick			
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York.....	.....		9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4
Newark.....	9 1-4	25	.....		5 1-2	12 1-2	10 1-2	25
Elizabethtown....	14 1-2	31 1-4	5 1-2	12 1-2	.....		22 1-2	50
Rahway.....	19 3-4	31 1-4	10 1-2	25	5	12 1-2	16 3-4	50
New Brunswick....	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2

TRAVELLERS' RAILROAD DIRECTORY.

TRAIN LEAVE	FOR	BY	RAILROAD	DAYS.	A. M.	P. M.	MILES.	FARE.
Boston	Portland	Eastern,		Daily,	7 $\frac{1}{2}$,	2 $\frac{1}{2}$,	106	\$3 00
"	Portsmouth	"		"	7 $\frac{1}{2}$,	2 $\frac{1}{2}$, 4 $\frac{1}{2}$,	54	2 00
"	Newburyport	"		"	7 $\frac{1}{2}$,	2 $\frac{1}{2}$, 4 $\frac{1}{2}$,	35	1 25
"	Salem	"		"	7 $\frac{1}{2}$, 9, 11 $\frac{1}{2}$,	2 $\frac{1}{2}$, 3 $\frac{1}{2}$, 4 $\frac{1}{2}$, 6 $\frac{1}{2}$,	14	50
"	Portland	Boston and Maine,		"	7 $\frac{1}{2}$,	2 $\frac{1}{2}$,	109	3 00
Portland	Boston	"		"	7 $\frac{1}{2}$,	3,	109	3 00
Boston	Lowell	Boston and Lowell,		"	7, 11,	2, 5,	26	75
Lowell	Boston	"		"	7 $\frac{1}{2}$, 11,	2, 4 $\frac{1}{2}$, 5 $\frac{1}{2}$,	26	75
Boston	Concord	Concord,		"		3 $\frac{1}{2}$,	76	2 00
Concord	Boston	"		"		3 $\frac{1}{2}$,	76	2 00
Boston	Nashua	Nashua and Lowell,		"	7, 11,	5,	41	—
Nashua	Boston	"		"	6 $\frac{1}{2}$,	1 $\frac{1}{2}$, 5,	41	—
Boston	Worcester	Boston and Worcester,		"	7, 9,	2 $\frac{1}{2}$,	44	1 25
Worcester	Boston	"		"	7, 10,	6,	44	1 25
"	"				Sundays,	7,		
Boston	Worcester	"		"		2,		
Boston	New York via Norwich	"		Mon., Wed. & Fri.,	4,			
"	" L. Island railroad	"		Tues., Thur. & Sat.,	7,			
"	" New Haven	"			Daily,	9,	2 $\frac{1}{2}$,	200
Albany	Albany	Western,		"	9,	2 $\frac{1}{2}$,	6 00	
Boston	Boston	"		"	8 $\frac{1}{2}$,	1 $\frac{1}{2}$,	200	6 00
Springfield	Boston and Albany	"		"	7,	3,	—	
Boston	New York via New Haven	"		"		2 $\frac{1}{2}$,	—	
Charlestown	West Acton	Fitchburg,		"	8,	1, 4 $\frac{1}{2}$,	—	
West Acton	Charlestown	"		"	7 $\frac{1}{2}$, 10 $\frac{1}{2}$,	5,	—	
Boston	New York, via Sound steamboat	Boston and Providence,		Tues., Thur. & Sat.,	4,	—		
"	" L. Island railroad	"		Mon., Wed. & Fri.,	8,	3 $\frac{1}{2}$,	41	1 50
Providence	Providence	"			8,	3 $\frac{1}{2}$,	41	1 50
Taunton	Boston	"		"	8,	3 $\frac{1}{2}$,	—	
New Bedford	Boston	"		"	8 $\frac{1}{2}$,	3 $\frac{1}{2}$,	—	
Boston	Dedham	"		"	7 $\frac{1}{2}$,	2 $\frac{1}{2}$,	—	
Dedham	Boston	"		"	9,	3, 5 $\frac{1}{2}$,	—	
New York	Greenport	Boston and Providence,		Tues., Thur. & Sat.,	4,	—		
Brooklyn	Hicksville & intermediate places	"		Mon., Wed. & Fri.,	8,	3 $\frac{1}{2}$,	—	
"	Greenport	"			8,	3 $\frac{1}{2}$,	41	1 50
"	Hicksville, (Satur'dy to Suffolk)	"		"	8 $\frac{1}{2}$,	3 $\frac{1}{2}$,	—	
Greenport	Brooklyn, (Boston train)	"			7 $\frac{1}{2}$,	2 $\frac{1}{2}$,	—	
"	(accommodation do.)	"		"	7 $\frac{1}{2}$, 10 $\frac{1}{2}$,	5,	—	
Hicksville	" & intermediate places.	Long Island,		"	7 $\frac{1}{2}$,	41,	—	
New York	Albany & Boston via N. Haven	"		"	9 $\frac{1}{2}$,	95	2 25	
"	Middletown	"		"	9 $\frac{1}{2}$,	26	56 $\frac{1}{2}$	
Middletown	New York	New York and Erie,		Tues., Thur. & Sat.,	9 $\frac{1}{2}$,	95	2 25	
Philadelphia	Pottsville	"		Daily,	4,	26	56 $\frac{1}{2}$	
Pottsville	Philadelphia	"		"	1,	95	2 25	
New York	Newark	Reading,		Mon., Wed. & Fri.,	7,	95	2 25	
Newark	New York	N. J. railroad and trans. co.,			11,	26	56 $\frac{1}{2}$	
"	Newark	[9 A. M. and 3 P. M., connect with Morris Railroad.]		Daily,	6 $\frac{1}{2}$,	—	5 00	
New York	Elizabethtown	[9 A. M. and 4 $\frac{1}{2}$ P. M., trains connect with Somerville Railroad.]		"	8, 3,	53	—	
Elizabethtown	New York	N. J. railroad and trans. co.,		"	6 $\frac{1}{2}$,	53	—	
New York	Rahway	"		"	3 $\frac{1}{2}$,	—		
Rahway	New York	Reading,		"	9,	94	3 50	
New York	New Brunswick	N. J. railroad and trans. co.,		Sundays,	11 $\frac{1}{2}$,	94	3 50	
New Brunswick	New York	[9 A. M. and 3 P. M., connect with Morris Railroad.]		Daily,	9, 11,	94	2 25	
New York	Newark	N. J. railroad and trans. co.,		"	2, 3, 4 $\frac{1}{2}$, 6, 7 $\frac{1}{2}$,	9 $\frac{1}{2}$,	2 25	
"	Elizabethtown	"		"	7 $\frac{1}{2}$, 8 $\frac{1}{2}$, 10 $\frac{1}{2}$, 12,	1 $\frac{1}{2}$, 4, 5 $\frac{1}{2}$, 7, 9 $\frac{1}{2}$,	9 $\frac{1}{2}$,	2 25
New York	New York	Camden and Amboy,		Sundays,	11 $\frac{1}{2}$,	94	2 25	
"	Washington	Daily,		"	2, 3 $\frac{1}{2}$, 4 $\frac{1}{2}$, 6,	14 $\frac{1}{2}$,	31 $\frac{1}{2}$	
Washington	Baltimore	"		"	7 $\frac{1}{2}$, 8 $\frac{1}{2}$, 10 $\frac{1}{2}$, 12,	3 $\frac{1}{2}$, 5,	31 $\frac{1}{2}$	
Baltimore	Cumberland and inter. places	Philadelphia and Trenton,		Daily,	9, 11,	3 $\frac{1}{2}$,	19 $\frac{1}{2}$	
"	Frederick	"		"	6 $\frac{1}{2}$, 7 $\frac{1}{2}$, 8 $\frac{1}{2}$, 12,	4 $\frac{1}{2}$, 9 $\frac{1}{2}$,	31 $\frac{1}{2}$	
Cumberland	Baltimore	Philadelphia and Baltimore,		Sundays,	9,	3, 4 $\frac{1}{2}$,	50	
Hancock	"	"		Daily,	6, 7 $\frac{1}{2}$, 11 $\frac{1}{2}$,	8 $\frac{1}{2}$,	31 $\frac{1}{2}$	
Martinsburg	"	"		"	11 $\frac{1}{2}$,	8 $\frac{1}{2}$,	50	
Harper's Ferry	"	"		"	9,	93	—	
Frederick	"	"		"	6,	93	—	
"	"	"		"	7 $\frac{1}{2}$,	93	—	
Ellicott's Mills	"	"		"	7 $\frac{1}{2}$,	93	—	
Richmond	Petersburg	Mohawk and Hudson,		Sundays,	8,	—		
Petersburg	Richmond	"		Daily,	7 $\frac{1}{2}$, 12,	4 $\frac{1}{2}$,	3 00	
Albany	Schenectady	"		"	10 $\frac{1}{2}$,	1 $\frac{1}{2}$,	3 00	
Schenectady	Albany	"		"	11 $\frac{1}{2}$,	—		
Albany	Saratoga	"		"	12 $\frac{1}{2}$,	—		
Saratoga	Albany	"		"	2,	—		
Troy	Saratoga	Troy and Saratoga,		Sundays,	8,	—		
Saratoga	Troy	"		Daily,	7 $\frac{1}{2}$, 12,	4 $\frac{1}{2}$,	—	
Auburn	Rochester	Auburn and Rochester,		"	10 $\frac{1}{2}$,	1 $\frac{1}{2}$,	—	
Rochester	Auburn	"		"	5 $\frac{1}{2}$,	—		
Buffalo	Buffalo	Rochester and Buffalo,		"	8 $\frac{1}{2}$,	—		
"	Rochester	"		"	8,	3,	—	
Falls	Falls	Buffalo and Falls,		"	9,	—		
Buffalo	Buffalo	"		"	1 $\frac{1}{2}$,	—		
Buffalo	Albany	Albany and Buffalo		"	8 $\frac{1}{2}$,	—		